

Gaining in Popularity
'PRINZ LUDWIG'
LIGHT PILSENER BEER
OF EXCELLENT QUALITY.
Per Case of 6 Dozen Plates
\$10.00.
SOLE AGENTS:
H. Price & Co.,
12, Queen's Road.

The China Mail.

ESTABLISHED 1845.

DISTILLERS CO., LTD.,
EDINBURGH.
OLD TOM
AND
D. C. L.
DRY GINS
Per Dozen \$1.50.
SOLE AGENTS:
H. Price & Co.,
12, Queen's Road.

No. 13,191.

號二十月七年五零百九千一英

HONGKONG, WEDNESDAY, JULY 12, 1905.

日十初月六年巳乙

PRICE, \$3.00 Per Month.

INSTITUTE OF HYGIENE CERTIFICATE.

THIS is to Certify that the LAGER BEER of Messrs JOHN JEFFREY & CO. of Edinburgh has been passed by the Examining Board of the Institute of Hygiene as fulfilling the Standard of Purity and Quality required by them.
Issued this Second day of January, 1905.

PRICE:
\$16.50 PER CASE OF 7 DOZ.
PINTS.

MACWEN, FRICKEL & CO.,
SOLE AGENTS.
Hongkong, July 4, 1905. 1815

Intimations.

WANTED.

YOUNG MAN (27) desires Occupation in any capacity (Indoor or Outdoor). Has a knowledge of the Cantonese dialect, Book keeping and Typewriting.
Best references.
Apply to "G. D. M."
Care of "China Mail" Office.
Hongkong, July 10, 1905. 1329

WANTED.

FOR the Hongkong Seamen's Institute a good **SECOND HAND BILLIARD TABLE**. Any Gentleman having one to dispose of is requested to communicate with.
Rev. J. H. STANGE,
6, Lysemoon Villas, Kowloon.
Hongkong, July 10, 1905. 1327

WANTED.

A **COMPRAHORE** by a European Firm doing these Goods and General Business. Must furnish Security for \$50,000.
Apply "R. S. T."
Care of "China Mail" Office.
Hongkong, July 5, 1905. 1301

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

A **INTERIM DIVIDEND** of \$5.50 per Share for Six months ending 30th June, 1905, will be payable on the 27th instant, on which date **DIVIDEND WARRANTS** may be obtained on application at the COMPANY'S OFFICE.
The **TRANSFER BOOKS** of the Company will be CLOSED from the 20th to the 27th instant both days inclusive.
By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.
Hongkong, July 11, 1905. 1337

THE WEST POINT BUILDING COMPANY, LTD.

A **INTERIM DIVIDEND** of One Dollar and Seventy-five Cents per Share for Six months ending 30th June, 1905, will be payable on the 27th instant, on which date **DIVIDEND WARRANTS** may be obtained on application at the COMPANY'S OFFICE.
The **TRANSFER BOOKS** of the Company will be CLOSED from the 20th to the 27th instant both days inclusive.
By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary to the Hongkong Land Investment and Agency Co., Ltd.
General Agents for the West Point Building Co., Ltd.
Hongkong, July 11, 1905. 1338

COMMERCIAL UNION ASSURANCE CO., LTD.

ASSETS EXCEED \$70,000,000.
FIRE, MARINE, TYPHOON, ACCIDENT, PLATE GLASS INSURANCE and FIDELITY Guarantee Policies issued at Lowest Current Rates.
W. H. TRENCHARD DAVIS,
Branch Manager & Underwriter.
Hongkong, June 8, 1905. 1128

THE POPULAR SCOTCH IS BLACK & WHITE



JAMES BUCHANAN & CO.
SCOTCH WHISKY DISTILLERS
By Appointment to
H. M. THE KING
and
HER MAJESTY THE PRINCE OF WALES
Supplied at all the Leading Clubs and Hotels, and to be obtained from **LANE CRAWFORD & Co.,** Queen's Road Central.

Business Notices.

W. S. BAILEY & CO.

SOLE AGENTS FOR

THE PULSOMETER ENGINEERING CO., LD.

STEAM PUMPS OF EVERY DESCRIPTION.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

s.s. HONAM, 2,383 tons, Captain H. D. Jones.
s.s. FOWAN, 2,383 tons, Captain G. F. Morrison, R.N.R.
s.s. FATSHAN, 2,260 tons, Captain R. D. Thomas.
s.s. HANKOW, 3,073 tons, Captain C. V. Lloyd.
s.s. KINSAN, 1,995 tons, Captain J. J. Lossius.
Departures from Hongkong to Canton daily at 8.30 a.m. (Sunday Excepted), 9 p.m. and 10.30 p.m. (Saturday Excepted).
Departures from Canton to Hongkong daily at 8.30 a.m., 3 p.m. and 6 p.m. (Sunday excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

Hongkong-Macao Line.

s.s. HEUNGSHAN, 1,995 tons, Captain W. E. Clarke.
Departures from Hongkong to Macao on week days about 2 p.m. (See Special Summer Time Table).
Departures from Macao to Hongkong daily at 8 a.m.

Canton-Macao Line.

s.s. LUNGSHAN, 218 tons, Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at 8.30 a.m.; and leaves Macao for Canton every Monday, Wednesday and Friday at 8 a.m.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.

s.s. SAINAM, 533 tons, Captain W. A. Valentine.
s.s. NANNING, 669 tons, Captain C. Batchard.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.
Further particulars may be obtained at the Office of the:
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
10, BUTTERFIELD STREET,
Or of **BUTTERFIELD & SWIRE,**
Agents, **CHINA NAVIGATION CO., LTD.**

HOTEL BALTIMORE (LATE HOTEL AMERICA) 2, WYNDHAM STREET.

A **FIRST CLASS HOTEL** under European Management. NICELY FURNISHED. AIRY ROOMS. EVERY COMFORT FOR RESIDENTS AND TOURISTS. EXCELLENT CUISINE. Three minutes' walk from the Ferry Wharf.
TERMS REASONABLE. Apply to **THE MANAGER.**
Hongkong, June 21, 1905. 1351

PELHAM HOUSE.

PRIVATE HOTEL, CENTRALLY SITUATED.
THREE MINUTES' WALK FROM POST OFFICE.
SPECIAL TERMS FOR MONTHLY BOARDERS.
RATES MODERATE.
29, WYNDHAM STREET.
Hongkong, September 6, 1904. 1036

D. MAHER,

77, WYNDHAM ST., HONGKONG.
ALL KINDS OF SEWING MACHINES
BOUGHT, SOLD OR EXCHANGED.
Repairs executed, expert advice given on all classes of Sewing Machines.
Orders by Post Receive Prompt Attention.
Hongkong, July 5, 1905. 1299

ROYAL HAIRDRESSING SALOON.

No. 14, BEACONSFIELD ARCADE.
We beg to notify the Public generally of Hongkong that we have just OPENED a First-class Hairdressing Salon at the above address. We make Cleanliness a Specialty.
VICENTE BARNILLA, Proprietor.
Hongkong, April 10, 1905. 453

SELECT BOARD & RESIDENCE

AT 'BRASSIDE.'

A LARGE and COMMODIOUS RESIDENCE standing in its own grounds, with Tennis Courts, Good Dining and Reception Rooms, Large, Airy and nicely furnished Bedrooms, every home comfort. Fine view of the Harbour. Terms Moderate. Apply to
Mrs F. W. WATTS,
BRASSIDE, (Late of "TANG YUEN")
Hongkong, June 19, 1905. 97

CARMICHAEL AND

CLARKE.

CONSULTING ENGINEERS AND SHIPBUILDERS, SURVEYORS AND CONTRACTORS, REPAIRS PROMPTLY ATTENDED TO.
TELEGRAMS: "CARMICHAEL," HONGKONG.
A. B. C. Code, 4th Edition.
A. 1 Code.
Lieber's Standard Code.
TELEPHONE, 232.
Hongkong, March 14, 1903. 563

THE COMMERCIAL LAW AFFECTING

CHINESE;
With Special Reference to PARTNERSHIP REGISTRATION AND BANKRUPTCY LAWS IN HONGKONG.
Reprinted from the China Mail.
For Sale at the China Mail Office.
Price 1/6.

REWARD OF \$5,000.

OFFERED by the Undersigned for the Arrest and Conviction of any person or persons who are in the habit of Smuggling large Quantities of Opium into this Colony.
CHIN JOO HENG CO.,
OPIMUM FARMER.
Hongkong, June 19, 1905. 1179

ROYAL TOBACCO FACTORY.

9, BEACONSFIELD ARCADE.
HAVE always a FRESH SUPPLY of TURKISH TOBACCO. Our EGYPTIAN CIGARETTES are Fresh, as we make them every day. We can recommend them as First-class Smokes. We receive our Tobacco Fresh from Egypt by every mail. A Trial Order will satisfy the most sceptical. No competition.
T. E. P. SPYROPULOS, Proprietor.
Hongkong, February 15, 1905. 325

CARLTON HOUSE HOTELS, No. 8 and 10, Ice House Road.

EXCELLENT FURNISHED ROOMS.
COMFORT OF RESIDENTS AND THE CUISINE A SPECIALTY.
FOR TERMS, APPLY TO **THE MANAGER.**
Hongkong, April 18, 1903. 804

榮 CHEE-WING & CO. 教

28 & 29, LEE YUEN STREET (WEST) HONGKONG.

DEALERS IN

All Sorts of COPPER, BRASS, STEEL

IRON WARE, &c.
STEEL GIRDERS AND TEES.
CORRUGATED IRON, PIG IRON, &c.
Suitable for
SHIPS, ENGINEERS AND HOUSE BUILDERS.
Hongkong, May 29, 1904. 1227

NIPPON LAUNDRY.

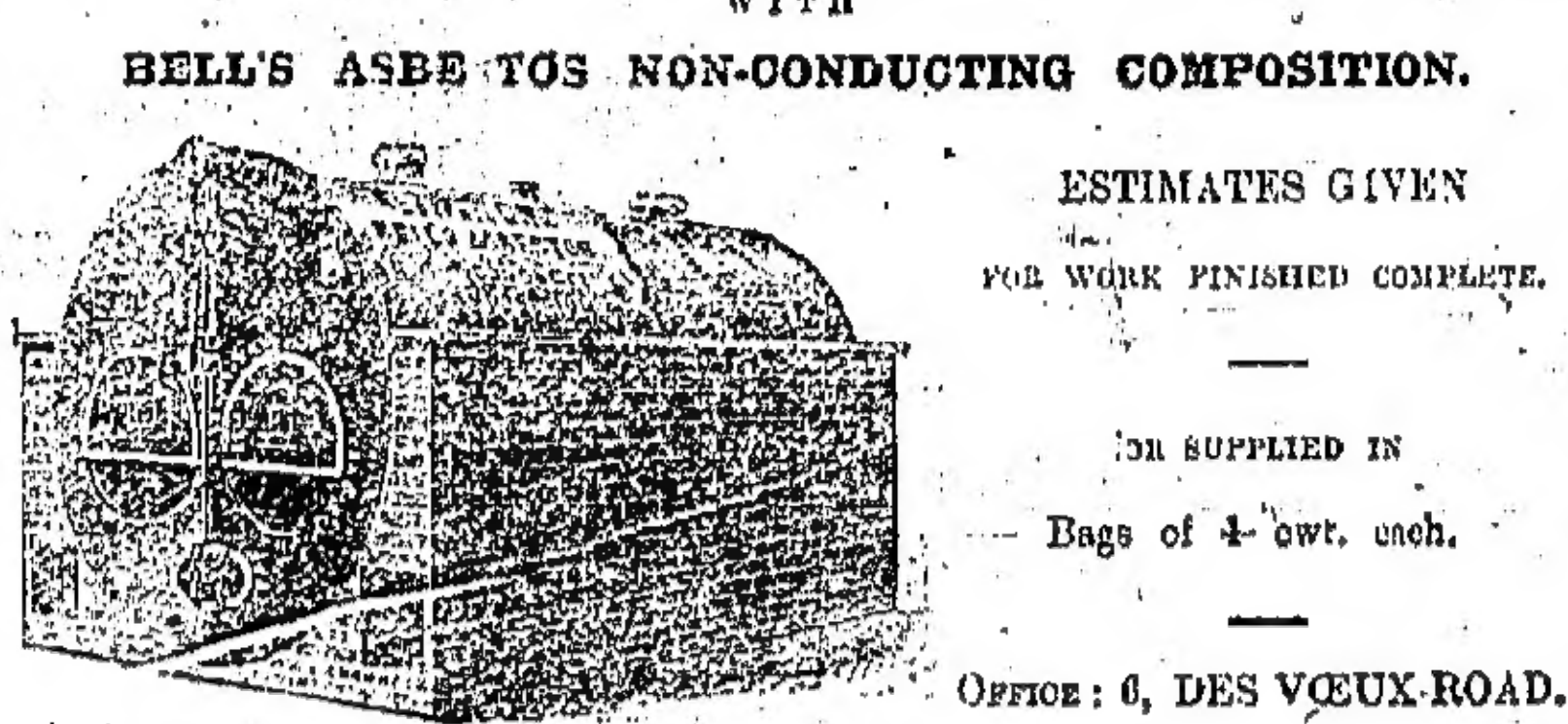
No. 52 AND 53, PRAYA EAST.
ALL Work done in this Establishment is promptly executed. Neatness a Specialty. Ironing and Washing done by experienced Japanese. **FRANCIS MONSIEUX, G. MONTE, Proprietors.**
Hongkong, February 13, 1905. 306

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED

(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON.)

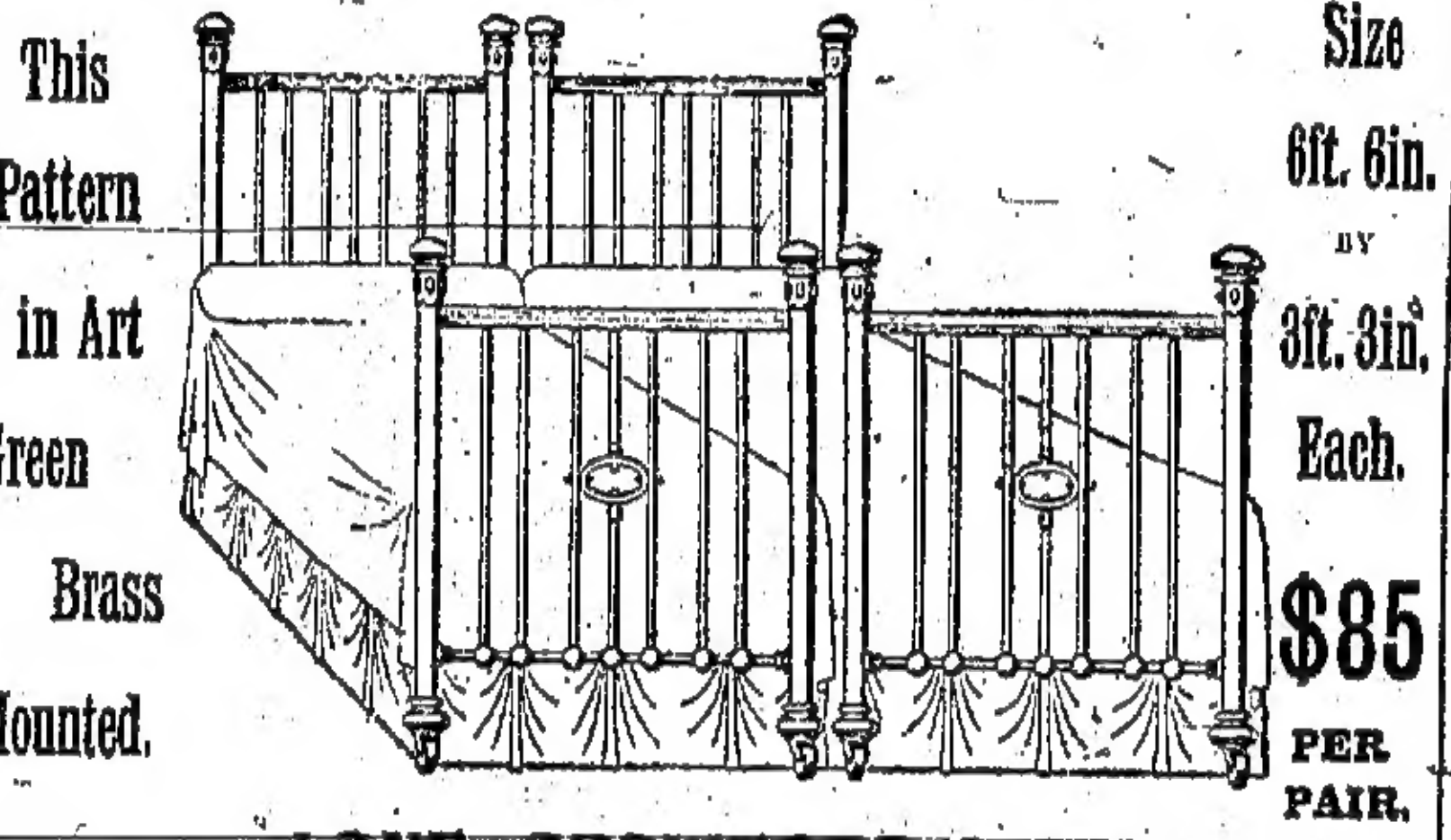
SAVE FUEL BY COVERING YOUR BOILERS AND STEAMPIPES



LANE CRAWFORD & CO.

TWIN BEDSTEADS

IN BRASS AND ENAMELLED ART COLOURS.



LANE, CRAWFORD & CO.

The Peak Hotel.

ADMIRABLY SITUATED AT VICTORIA GAP. Adjoining the Tramway Terminus. 1,400 feet, beautiful and healthy islands for forty miles.
A **FIRST CLASS FAMILY, RESIDENTIAL AND TOURIST'S HOTEL.**
Terms:—From 12s. per day. TOWN OFFICE:—3, DUDDELL STREET.
Hongkong, March 27, 1905. CABLE ADDRESS: "PEACEFUL." 18

STAG HOTEL.

148, QUEEN'S ROAD CENTRAL.
A **FIRST CLASS HOTEL, MOST CENTRALLY SITUATED.** WELL FURNISHED AND AIRY BEDROOMS. Monthly Boarders accommodated on very Moderate Terms.
For Particulars, apply to **THE MANAGER.**
Hongkong, November 3, 1904. 1855

N. LAZARUS, OPTICIAN.

10, D'AGUIAR STREET, HONGKONG.
EIGHT TESTED FREE LENSES GROUND ON THE PREMISES.
A. S. TUXFORD, Manager.
Hongkong, October 1, 1904. 1797

CLARK'S STUDIO,

4, ICE HOUSE STREET.
PORTRAITURE IN ALL STYLES.
AMATEUR WORK A SPECIALITY.
Hongkong, October 5, 1904. 1812

D. NOMA, TATTOOER.

60, QUEEN'S ROAD CENTRAL.
THE Public are informed that my Parlours are open from 9 a.m. till 9 p.m. My 32 years' experience in tattooing is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3700 Recommendations which I have received from all Sources.
Hongkong, August 2, 1904. 1419

GREGOR & CO.,

34, QUEEN'S ROAD CENTRAL, 1ST FLOOR.
LIQUEURS
FROM
MARIE BRIZARD & ROGER, BORDEAUX.
AWARDS:
THE HIGHEST WHEREVER EXHIBITED.
Hongkong, July 12, 1905. 2110

Business Notices.

GREEN ISLAND CEMENT CO., LD

PORTLAND CEMENT

Casks of 375 lbs. net, \$4.50 per Cask, ex Factory

\$2.70 per Bag, 250 lbs. net, ex Factory.

Shewan, Tomes & Co.,

GENERAL MANAGERS.
Hongkong, March 7, 1905. 2063

FAIRALL & CO.

SEASON'S NOVELTIES
IN ALL DEPARTMENTS.
NEW CONSIGNMENT OF

CHILDREN'S SHOES & SANDALS.

DRESSMAKING A SPECIALITY.
22, QUEEN'S ROAD, OPPOSITE HONGKONG HOTEL.
Hongkong, May 20, 1905. 1095

HONGKONG HOTEL.

UNRIVALLED FOR COMFORT AND CUISINE.
THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY

MODERATE TERMS AND NO EXTRAS.

A. F. DAVIES, Acting Manager.

THE CONNAUGHT HOTEL

A **FIRST CLASS HOTEL, SITUATED NEAR THE BANK AND PRINCIPAL OFFICES.**—EXCELLENT CUISINE AND WINES. Large and lofty Rooms elegantly furnished. Hot and Cold Water throughout. Special Rates for Tourists. Launch Service for Guests.
For Terms, apply to **THE MANAGER.**
12

THOMAS' HOTEL.

A **FIRST CLASS HOTEL, most centrally situated; Well Furnished and Airy Bedrooms.** Monthly Boarders accommodated on very Moderate Terms.
For Particulars, apply to **THE MANAGER.**
Hongkong, August 1, 1904. 1419

'NESTOR' SANITARY FLUID.

A CHEAP AND RELIABLE DISINFECTANT
IN ONE GALLON AND FIVE GALLON TINS.

THE VICTORIA DISPENSARY,

Queen's Road Central, Hongkong.

W. BREWER & CO.

23 and 25, QUEEN'S ROAD.
LEADING BOOKS.

Collin's Graphic English Dictionary; Illustrated with Numerous Engravings, and 16 Full Pages Coloured Plates	2.50
The Arabian Nights Entertainment	1.50
Gulliver's Travels	1.50
Esop's Fables; Fully Illustrated	1.50
Grimm's Fairy Tales; Illustrated	1.50
Pears' Cyclopaedia	8s
Chamber's Concise Gazetteer of the World	6.50
Japan in Pictures, by Douglas Sladley	2.50
The Pocket Atlas of the World	1.50
Coral Reefs, by Darwin	1.50
Brassie's Naval Annual, 1905	13.00
Pictures of the Year, 1905	.80
Memo, by J. Dyer Ball	1.50
Whittaker's Poem, 1905	2.80
Collin's Gem Pocket Dictionary	.50
New Book of Views of Hongkong, Canton and Macao; 24 Views	1.00
A Set of Post Cards, 28 for	2.00

KUPPER'S PILSENER BEER.

The best PILSENER in the East; ask for Kupper, and see that you get it.

Telephone No. 75.
Caldbeck, Macgregor & Co.,
SOLE AGENTS
15, QUEEN'S ROAD CENTRAL.
Hongkong, July 3, 1905.

INSURANCE COMPANIES IN JAPAN.

Insurance companies on the European system were first organized about 1881 in Japan; but for some years subsequent thereto there were no regulations for the supervision of these companies. The Commercial Code which was promulgated in March, 1890, contained detailed provisions for the conduct and supervision of insurance business; but as that Code had to be revised before it could be brought into operation, the provisions in question never came into force in their original form. In March, 1899, was put into operation the present Commercial Code which, among other things, lays down the law respecting insurance contracts, and was followed in the ensuing year by the Insurance Business Law, which provides for the control and supervision of insurance companies. Insurance business, under this law, may be carried on either by a joint-stock company or on the mutual plan. In either case special permission is needed for business. The capital of a joint-stock insurance company and the fund of a mutual insurance company must be not less than yen 100,000, and a company of neither description is permitted to engage at the same time in any other business in addition to that of insurance. Special regulations were issued by Imperial Ordinance in 1900 for the supervision of foreign insurance companies so far as concerned their business in Japan. Financial and Economical Annual of Japan, 1905.

JAPAN'S MINING LAWS.

Mining, now one of the most important industries in Japan, was in the first years of Meiji still in a very backward state. The Japanese Government, being anxious to promote the industry, itself owned several mines which were worked according to the most recent European methods; but they mostly proved financial failures, and to avoid further losses, a majority of them were after a time sold to private persons, in whose hands they prospered and brought about the general development of our mining industry.

The old Mining Regulations of 1890, are superseded by the Mining Law which will come into operation in July of the current year. The Minister of Agriculture is empowered by this law to permit, cancel or suspend the right of mining, permanent or trial. For purposes of administration of the mining industry, the whole country is divided into five districts, each under a mine inspection office. The area of a mining set must be, for collieries, not less than 50,000 *tsubo* (about 41 acres) and for other mines, not less than 5,000 *tsubo* (about 4 acres), nor exceed for mines of all kinds 600,000 *tsubo* (about 490 acres). Japanese subjects and juridical persons constituted conformably to the laws of the Empire may acquire mining rights. Mining rights are classed as real rights to which the provisions relative to immovable property are correspondingly applicable; and they are indivisible. They cannot be made subjects of rights other than those of succession, transfer, measures taken in consequence of non-payment of national taxes, and execution; but the right of permanent mining may become the object of a mortgage. The duration of a right of trial mining is two years from the date of the registration thereof.

In connection with this new Mining Law which was enacted in January last the Mining Mortgage Law, which enables holders of mining rights to create mining foundations with a view to the mortgage thereof. A mining foundation is formed with the following, which belong in connection with mining to the owner of a mining right:—(1) Mining right; (2) Land and works; (3) Superficies and right of use of land; (4) Right of hiring things, to which the latter thereof has given his consent; (5) Machines, instruments, vehicles, vessels, oxen, horses, and other appurtenances. Financial and Economical Annual of Japan, 1905.

Dentistry.

SIEN TING,
Surgeon Dentist,
No. 14, D'ARVILLE STREET.
TERMS VERY MODERATE
Consultation Free.
Hongkong, April 24, 1905.

DR. HARRY FONG,

AMERICAN TRAINED DENTIST.
ELECTRICAL and Latest Improved Appliances.
51, QUEEN'S ROAD CENTRAL.
Hongkong, July 28, 1904.

THE AMERICAN SYSTEM
OF
DENTISTRY.
DR. M. H. CHAUN,
37, DES VŒUX ROAD CENTRAL, HONGKONG.
From the University of Pennsylvania, U.S.A.
Hongkong, July 28, 1904.

KWAN LEE SHEUNG,
DENTIST.

(STUDENT OF DR. G. O. ROGERS),
TAI SAN STREET,
CANTON.
March 10, 1905.

THE OWL, GRILL & OYSTER ROOM.

COOKING done by a European Cook. ALL KINDS of LIQUOR served with Meals. Special Rates to Monthly Boarders.
No. 51, DES VŒUX ROAD CENTRAL.
Hongkong, March 13, 1905.

HOTEL METROPOLE.

THE FAVOURITE AND POPULAR SUMMER RESORT.
UNDER ENTIRELY NEW MANAGEMENT.

SPLENDID ACCOMMODATION.—Only Leading Brands of Liquors kept. Everything sold true to name and label. Draught Beer drawn from the Wood. BILLIARDS AND OTHER SPORTS. PRIVATE DINNERS A SPECIALITY.

J. H. NEWBOLD, Proprietor.

Hongkong, April 1, 1905.

ESPECIAL OLD TOM GIN.

MARSHALL AND ELVY'S

SATINETTE

(REGISTERED)

DOUBLY DISTILLED AND OF MATURED AGE.

TO BE OBTAINED FROM—

THE MUTUAL STORES,

DES VŒUX ROAD.

Hongkong, May 17, 1905.

MAIL STEAMER DEPARTURES.

The following table is a chronologically arranged list of mail steamer sailings to Europe, America, Canada, and Australia. Const ports, Manila, and Japan are not given, for steamers are constantly sailing for those ports. All the American steamers call at Japan, and the majority of the Australian boats call at Manila, and, in addition to those vessels, special steamers run there. The departure of every steamer is subject to alteration. The P. & O. mails usually reach London in about 28 days, and the French and German in about 28 or 30 days.

EUROPEAN MAIL.

DEP.	STEAMER.	DESTINATION.	MAIL DUE LONDON ABOUT.	DUE.
July 15	P. & O. Simla	London	Aug. 13	Aug. 23
July 19	C. M. M. Sachau	Hamburg	Aug. 27	Sept. 30
July 23	P. & O. Chusan	London	Aug. 27	Sept. 30
Aug. 2	N. D. L. Seemanns	Bremen	Sept. 6	Sept. 13
Aug. 8	M. M. Tonkin	Marseilles	Sept. 10	Sept. 17
Aug. 12	P. & O. Commandeur	London	Sept. 10	Sept. 17
Aug. 16	G. M. S. Prinz Heinrich	Hamburg	Sept. 10	Sept. 17

CANADIAN MAIL.

DEP.	STEAMER.	DESTINATION.	MAIL DUE LONDON.
1905			
Aug. 2	C.P.R. Express of China	Vancouver.	Aug. 17
Aug. 9	do. Athenia	do.	Aug. 28
Aug. 13	do. Empress of India	do.	Oct. 28
Sept. 13	do. Tartar	do.	Oct. 28
Sept. 29	do. Empress of Japan	do.	Nov. 23
Oct. 18	do. Empress of China	do.	Nov. 23
Nov. 1	do. Athenia	do.	Dec. 21
Nov. 15	do. Empress of India	do.	Dec. 21
Nov. 29	do. Tartar	do.	Dec. 21
Dec. 13	do. Empress of Japan	do.	Jan. 18

AMERICAN MAIL.

DEP.	STEAMER.	DESTINATION.	DUE.
1905			
July 18	P.M.S. Mongolia	San Francisco	Aug. 15
Aug. 28	P.M.S. China	do.	Sept. 25
Aug. 11	O. & O. Doric	do.	Sept. 8
Aug. 18	P.M.S. Manchuria	do.	Sept. 15
Sept. 1	P.M.S. Korea	do.	Sept. 29
Sept. 12	O. & O. Optimist	do.	Oct. 10
Sept. 26	P.M.S. Siberia	do.	Oct. 24

AUSTRALIAN MAIL.

DEP.	STEAMER.	DESTINATION.	DUE.
1905			
July 14	C. N. Ching-tu	Sydney.	Aug. 6
Aug. 2	O. N. Taiwan	do.	Aug. 25
Aug. 9	E. & A. Empire	do.	Aug. 30
Aug. 14	O. N. Taiwan	do.	Sept. 6
Sept. 6	E. & A. Eastern	do.	Sept. 27
Sept. 10	O. N. Changsha	do.	Oct. 13

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, on

THURSDAY,

the 13th July, 1905, at 11 A.M., at their SALES ROOMS, No. 8, DES VŒUX ROAD, Corner of Ice House Street, SUNDAY HOUSEHOLD FURNITURE, ELECTRIC POCKET LAMPS and BATTERIES, PICTURES, PHOTOGRAPHIC CAMERAS and APPARATUS, JAPANESE COFFEERS, RICKSHAS, CLOCKS, &c., &c., &c.

One QUELLEY LIGHT MOUNTAIN TRAM with SOLAR ATTACHMENT and TRIPOD, 3 SEXTANTS, One AMERICAN SAFE by NEW YORK EXPORT & IMPORT CO., One MANDOLIN and One ELECTRIC FAN.

Terms:—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, July 11, 1905.

PUBLIC AUCTION.

THE Undersigned has received instructions from K. F. GUNSON, Esq., to Sell by Public Auction, on

MONDAY,

the 17th July, 1905, at 11 A.M., No. 3, Wing Wo Chan, MONKONG, ABOUT

300 LOGS HARDWOOD.

Terms:—Cash on delivery.

For further particulars, apply to GEO. P. LAMBERT, Auctioneer.

Hongkong, June 29, 1905.

PUBLIC AUCTION.

IN THE SUPREME COURT OF HONGKONG.

ORIGINAL JURISDICTION.

ACTION No. 135 of 1905.

To be Sold by Public Auction by Order of The Supreme Court of Hongkong, VALUABLE LEASEHOLD PROPERTY

Situate at KOWLOON, in the Colony of Hongkong,

FRIDAY,

the 14th day of July, 1905, at 3 o'clock in the afternoon, at Messrs Humes and Hume's SALES ROOMS, Des Vœux Road Central.

All that piece or parcel of ground registered in the Land Office as HONGKONG INLAND LOT No. 249 together with the building thereon known as No. 74, Des Vœux Road, HONGKONG, abutting on the North side thereof on Crown Land and measuring thereon 15 feet; on the South side thereof on Hinghom Road and measuring thereon 15 feet; on the East side thereof on Hinghom Inland Lot No. 224 and measuring thereon 50 feet; and on the West side thereof on Hinghom Inland Lot No. 248 and measuring thereon 50 feet, and which said piece or parcel of ground contains in the whole 750 square feet and is delineated on the plan attached to the foregoing, and is coloured red and the residue of the term of 75 years from the 19th day of December, 1892, granted by a Crown Lease dated the 3rd day of June, 1902. Annual Crown Rent \$7.00.

For further particulars and conditions of Sale, apply to Messrs JOHNSON, STOKES and MASTER, Solicitors for the Plaintiffs in the above action, or to Messrs HUGHES & HOUGH, Auctioneers.

Dated the 28th day of June, 1905.

FOR CANTON.

THE new and fast Twin-Screw Steamer SAN CHEUNG, 951 Tons, Captain J. McGinty, will leave for Canton at 8 P.M., on SUNDAYS, TUESDAYS and THURSDAYS and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, Electric Light, and port wine. What is Hongkong Harbour Office. First-class Fare, \$3 each way. Second-class, \$1.00 each way. Meals, \$1 each. Cargo Freight very moderate.

CHEUNG ON STEAMBOAT CO., LD., No. 138, Connaught Road Central.

Hongkong, April 1, 1905.

STEAM TO CANTON.

THE new Twin Screw Steel Steamer, K'WONG CHOW, 1,309 tons, Captain J. P. MARTIN, will leave HONGKONG for CANTON at 9

Every Evening (Saturday excepted). Leave CANTON for HONGKONG about 5.30 o'clock Every Evening (Sunday excepted).

These two new Steamers have excellent accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First-class Cabins.

Passage Fare—Single Journey, \$4.00. Meals, \$1.00 each. The Company's Wharf is a short distance West of the Harbour Master's Office.

SHIU ON S.S. CO., LTD., AND YUKEN ON S.S. CO., LTD., No. 8, QUEEN'S ROAD WEST.

Hongkong, June 26, 1905.

HONGKONG-MACAO LINE.

S. S. "WING CHAI," CAPTAIN T. AUSTIN, R.N.R.

THIS Steamer departs from HONGKONG on WEEK DAYS at 7.30 A.M.; and on SUNDAYS at 8.30 A.M. Departs from Macao on Week Days about 2.30 P.M., and on Sundays at 5.30 P.M.

FARES:—Week Days 1st Class, including cabin and servant, Single \$3, Return Ticket \$5. 2nd class \$1. 3rd class 50 Cents. Every Sunday there will be an Excursion, at the following rates: 1st and 2nd Class Single Ticket \$1. Return \$2. 3rd Class Single 30 Cents, Return 60 Cents, Steerage 10 Cents.

Any Meals can be supplied on Board at a charge of \$1.00 per Meal. On Sundays, Passengers desiring to have a Private Cabin which has accommodation for two or more passengers will be charged \$3 extra.

First-class Passengers who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler Cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day. The Ship is lit throughout by Electricity.

The Steamer's Wharf at Hongkong is at the Western end of Wing Lok Street.

SAM WANG COY., 81, QUEEN'S ROAD CENTRAL.

Hongkong, June 1, 1905.

His Britannic Majesty's Ships on the China Station.

Name.	Class.	Tons.	Guns.	H.P.	Captain.	Last reported as
Albany	despatch-vessel	1700	12	3000	Comdr. Richard M. Harbord	Wellington
Algerine	ship	1050	8	1400	Reserve	Hongkong
Andromeda	cruiser, 1st class	11,000	18	16,500	Capt. R. N. Ommannoy	Wellington
Arcton	torpedo boat destroyer	430	3	7000	Lt.-Comdr. R. Henniker-Heaton	Wellington
Astron	cruiser, 2nd class	4300	10	9000	Captain L. G. Tufnell	Shanghai
Bonaventure	cruiser, 2nd class	4300	10	9000	Capt. H. H. Torless	Wellington
Bramble	gunboat, 1st class	710	6	1300	Reserve	Hongkong
Britannic	ship	1070	6	1400	Comdr. Luard	Hongkong
Cadmus	water tank and tug	390	—	300		Hongkong
Cherub	ship	1070	6	1400		Hongkong
Clio	torpedo boat destroyer	550	3	7000	Comdr. H. D. Wilkin, D.S.O.	Wellington
Dea	cruiser, 1st class	11,000	18	16,500	Lt.-Comdr. H. E. Sullivan, R.N.	Wellington
Diadem	torpedo boat destroyer	550	3	7000	Capt. H. W. Savory, R.N.	Wellington
Erne	torpedo boat destroyer	550	3	7000	Lt.-Comdr. R. H. Bather	Wellington
Etrich	torpedo boat destroyer	550	3	7000	Lt.-Comdr. Comdr. Lewin	Wellington
Exe	torpedo boat destroyer	550	3	7000	Lt.-Comdr. A. E. Everitt	Wellington
Flora	battleship, 1st class	12,950	16	13,500	Lt.-Comdr. Sturgeson	Wellington
Handy	torpedo boat destroyer	275	3	4000	Captain Hon. Walter G. Stopford	Wellington
Hart	torpedo boat destroyer	275	3	4000	Lt.-Comdr. J. May	Wellington
Hecia	Special Torpedo-vessel	4000	14	2400	Lt.-Comdr. Richard	Wellington
Hogue	cruiser, 1st class	12,000	14	2400	Capt. E. F. B. Charlton	Wellington
Iphigenia	cruiser, 2nd class	3800	8	9000	Captain Shortland	Wellington
Ichen	torpedo boat destroyer	550	3	7000	Captain W. B. Faulkner	Hongkong
Janus	torpedo boat destroyer	280	3	3200	Lt.-Comdr. C. Seymour	Wellington
Kinsh	river gunboat	614	4	1200	Lt.-Comdr. W. H. Draxwall	Hongkong
Moorehen	river gunboat	180	2	800	Lt.-Comdr. E. V. R. Dagmore	Wellington
Other	torpedo boat destroyer	350	3	6300	Lt.-Comdr. F. B. Noble	Wellington
Phonix	ship	1015	6	1400	Lt.-Comdr. J. Kiddie	Wellington
Ramblie	Surveying-vessel	855	6	850	Reserve	Hongkong
Robin	river gunboat	85	2	240	Comdr. C. E. Moore	Wellington
Rosario	ship	85	2	240	Lt.-Com. R. E. Vaughan	Wellington
Sandpiper	river gunboat	85	2	240	Reserve	Hongkong
Silas	cruiser, 2nd class	3800	8	9000	Lt.-Com. H. T. Attis	Wellington
Stipa	river gunboat	65	2	800	Capt. O. H. H. Moore	Hongkong
Sutlo	cruiser, 1st class	12,000	14	2400	Lt.-Comdr. Davidson	Wellington
Taku	torpedo boat destroyer	480	3	6500	Captain Wm. L. Grant	Hongkong
Tamar	receiving ship	180	3	800	Reserve	Hongkong
Tal	river gunboat	85	2	800	Commodore Diakon	Hongkong
Virago	torpedo boat destroyer	550	3	6300	Lt.-Comdr. E. Lecrota	Wellington
Waterwitch	surveying ship	824	—	450	Lt.-Comdr. A. Gregory	Wellington
Whiting	torpedo boat destroyer	280	3	5900	Lt.-Com. C. B. L. Thomas	Wellington
Woodcock	river gunboat	160	2	500	Lt.-Com. C. W. Wrightson	Wellington
Woodlark	river gunboat	150	2	500	Lt.-Com. Jno. F. Knox	Wellington

* Flag of Vice-Admiral Sir Gerard H. Noel, Commander-in-Chief.

* Ships marked thus should not be shown.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and Description.	Tons.	Guns.	H.P.	Captain.	
Kaiserin Elisabeth	Austro-Hungarian cruiser	2437	20	7300	Capt. Friedrich Grunenberg	Singapore
Acheron	French armoured gunboat	1786	10	1700	Comdr. M. J. P. P. P.	Shanghai
Alouette	French gunboat	500	7	400	Lieut. A. Varney	Shanghai
Argus	French gunboat	123	—	500	Lieut. Crepin	Hongkong
Aspic	French gunboat	475	3	450	Lieut. Journot	Shanghai
Avalanche	French gunboat	140	6	180		Haiphong
Bengali	French gunboat	580	6	400		Shanghai
Bogard	French cruiser	3740	29	8000	Capt. Lefevre	Shanghai
Cassata	French gunboat	140	6	150		Shanghai
Chateaufort	French cruiser	8018	18	17,000	Captain V. Poldons	Shanghai
Comete	French gunboat	525	4	438	Commander Louet	Shanghai
Decidee	French gunboat	680	10	900	Commander L'Eost	Shanghai
D'Alema	French cruiser	4000	31	9500		Shanghai
Eaton	French gunboat	—	—	—		Haiphong
Foudre	French destroyer	350	7	303	Lieut. Jehenne	Haiphong
Guedon	French cruiser	9378	23	20,300		Shanghai
Henri Riviere	French gunboat	—	—	—		Shanghai
Javeline	French destroyer	307	7	300	Lieut.-Comdr. Beaussant	Shanghai
Kersaint	French gunboat	1250	6	2200	Commander L. Goulet	Shanghai
Montcalm	French gunboat	9700	12	19,600	Captain Croc	Haiphong
Mosquit	French torpedo-boat	350	7	300	Lieut. de Yvon Prat	Along Bay
Oiry	French gunboat	—	—	—	Capt. Housie	Yangtze
Pascal	French cruiser	4015	27	8500	Comdr. Sennes	Hongay
Pistolet	French torpedo-boat	350	7	300	Lieut. de Woertz	Haiphong
Redoutable	French cruiser	9437	8	6021		Shanghai
Sfax	French cruiser	1790	10	1700	Capt. Vincent	Shanghai
Sully	French cruiser	9358	—	20,000	Captain Gubertouy	Along Bay
Surcoure	French gunboat	620	2	600	Lieut. Holgue	Shanghai
Taklang	French gunboat	—	—	—		Yangtze
Vauban	French cruiser	6150	23	1650	Captain Blocc	Along Bay
Vigilante	French gunboat	123	7	500	Lieut. Gail	Canton
Fürst Bismarck	German flag-ship	11,000	38	14,000	Captain Frowe	Tsingtau
Geier	German cruiser	1776	15	3669	Comdr. von Staudin	Singapore
Hansa	German cruiser	6230	34	10,000	Capt. Weber	Tsingtau
Mercha	German cruiser	6500	37	10,000	Capt. Baron Schimmelmönn	Singapore
Ilia	German gunboat	1000	10	1300	Comdr. Baron von M. Hülse	Shanghai
Jaguar	German gunboat	900	10	1300	Comdr. Kiebo	Nanking
Luchs	German gunboat	850	10	1344	Comdr. Kroencke	Hankow
Möwa	German gunboat	1009	8	875	Comdr. von Grumbkow	Manila
Seeadler	German cruiser	1049	16	2300	Comdr. Forstie	Tsingtau
Thetis	German cruiser	2600	24	6000	Captain Voth	Tsingtau
Tiger	German gunboat	960	10	1300	Comdr. Dalmann	Yangtze
Tsingtau	German gunboat	170	5	1300	Comdr. Giebler	Canton
Vorwärts	German gunboat	—	3	500	Lieut. Schaff	Shanghai
Elba	Italian cruiser	2300	10	7471	Captain Boron Ricci	
Marco Polo	Italian cruiser	3600	—	—	Captain Presbitero	Shanghai
Puglia	Italian cruiser	2493	29	7000	Capt. Pescetto	Shanghai
Adamastor	Portuguese cruiser	1980	14	4000	Captain d'Antas Ribeiro	Macao
Dia	Portuguese gunboat	750	—	—	Captain Coutinho	Macao
Vasco da Gama	Portuguese cruiser	3215	20	6000	Capt. Manuel Vasco do Carvalho	
Albany	U. S. cruiser	3769	23	7500	Capt. Dyer	Cavite
Annapolis	U. S. gunboat	1000	12	1227	Capt. Rohrer	Shanghai
Bainbridge	U. S. torpedo-boat destroyer	420	7	8000	Lieut. Woodward	Manila
Baltimore	U. S. cruiser	4600	—	—	Capt. Sargeant	Manila
Barry	U. S. torpedo-boat destroyer	420	7	8000	Lieut. Telfin	Manila
Callao	U. S. gunboat	208	10	800	Lieut. Diemaker	Canton
Cheney	U. S. torpedo-boat destroyer	420	7	8000	Lieut. E. P. Jessop	Manila
Cincinnati	U. S. cruiser	3213	19	7500	Comdr. Hugo Osterhaus	Woonang
Dale	U. S. torpedo-boat destroyer	420	7	8000	Lieut. Gernell	Manila
Decatur	U. S. torpedo-boat destroyer	420	7	8000	Lieut. A. W. Knox	Manila
Elcano	U. S. gunboat	560	10	6089	Lt.-Comdr. J. Hood	Shanghai
Holmes	U. S. gunboat	1392	8	1858	Comdr. F. E. Sawyer	Manila
Monadnock	U. S. monitor	4624	4	3000	Captain Mohr	Shanghai
Monterey	U. S. monitor	4624	4	3244	Comdr. J. B. Milhen	Cavite
N. Orleans	U. S. cruiser	3187	20	7500	Commander G. B. Harbo	Manila
Oregon	U. S. cruiser	10,288	45	11,111	Captain Burwell	Manila
Pampanga	U. S. gunboat	201	3	250	Ensign J. E. Bass	Cavite
Parang	U. S. gunboat	201	3	250	Capt. Bennett	Cavite
Rainbow	U. S. cruiser	4000	14	7500	Capt. Carville	Shanghai
Raleigh	U. S. cruiser	3213	18	7500	Comdr. Marshall	Manila
San Francisco	U. S. cruiser	4098	27	9913	Captain Vary	Shanghai
Tyckburg	U. S. cruiser	1000	13	1118	Commander Marshall	Shanghai
Vicksburg	U. S. gunboat	347	3	500	Lieut H. A. Wiley	Shanghai
Winnington	U. S. gunboat	1557	6	1394	Commander A. W. Donk	Manila
Wisconsin	U. S. flag-ship	12,000	50	12,000	Captain Oloro	Manila

Ask for
TANSAN

NATURAL MINERAL
WATER Bottled at the
Springs at Takaradzka,

by Clifford-Wilkinson

Tansan Mineral Water Co.,

Limited, Kobe, Japan.

Per Case of 48 Pints \$9.50
Per Dozen Pints \$1.70
Per Case of 100 Splits \$8.00
Per Dozen Splits \$1.10

Crisp,

Delicious,

Invigorating.

Drink
the
World
Renowned
Nerve and
Muscle
Strengthenor.

THE Original and Genuine is J. Clifford-Wilkinson's.

ACTS gently, Acts pleasantly, Acts

beneficially.

NOTHING like it, for depressed

spirits.

TANSAN

Can be obtained at all 1st Class

Hotels and Bars in the FAR

EAST.

Beware of fraudulent

IMITATIONS.

The only genuine TANSAN

Bears the name of

J. CLIFFORD-WILKINSON.

H. PRICE & CO.,

19, QUEEN'S ROAD.

SOLE AGENTS.

WM. POWELL,

LIMITED.

ALEXANDRA

BUILDINGS.

EX S.S. 'PESHAWUR'

NOW ON SHOW.

A NICE SELECTION

OF THE

NEWEST

Millinery

also

Lace

and

Berthas

and

Collars

and

Berthas

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On July 7, at No. 8, Museum Road,
Shanghai, the wife of CHAS. E. LINTHICAP,
of 3 Daughters.

At the Peak Hospital, on the 11th instant,
at 3.30 p.m., PETER LAWSON, of the Char-
tered Bank; aged 28.

MEMOS. FOR TO-MORROW.

Auction.

11 a.m.—Auction of Sundry Household
Furniture, &c., at Messrs Hughes & Hough's
Rooms.

General Memoranda.

FRIDAY, July 14.—

3 p.m.—Auction of Leasehold Property
at Messrs Hughes & Hough's Sales
Rooms.

Goods per *Tjimon* not cleared on this
date subject to rent.

SATURDAY, July 15.—

12.30 a.m.—Meeting of The Hongkong
Electric Co., Ltd., at Co.'s Office.

Goods per *Tjimon* undelivered after
this date will be landed.

MONDAY, July 17.—

11 a.m.—Auction of 300 Logs Hardwood
at No. 3, Wing Wo Chan, Mongkok.

3 p.m.—Auction of Leasehold Property,
at Messrs Hughes & Hough's Sales
Rooms.

Goods per *Tjimon* undelivered after
this date subject to rent.

TUESDAY, July 18.—

Goods per *Maragon* not cleared at 4
p.m. on this date subject to rent.

Goods per *Binary* undelivered after
this date subject to rent.

THURSDAY, July 20.—

Transfer Books of The Hongkong Land
Investment & Agency Co., Ltd., Close
from this date to 27th inst. inclusive.

Transfer Books of The West Point Build-
ing Co., Ltd., closed from this date to
27th July inclusive.

The China Mail.

HONGKONG, WEDNESDAY, JULY 12, 1905.

SCANDINAVIA.

EVERYTHING seems to be going on in a

dignified manner in Norway and Swe-

den. The separation has come, and it

is apparently going to be accepted

without foolish action on either side.

In his Home Rule days Mr Gladstone

used to point to Austria-Hungary and to

Norway and Sweden as magnificent

examples of the possibility of federated

nations living together in prosperous

unity with independent governments.

The best reason of the opposite kind for

a long time, and its teaching has been

climaxed by the proceedings of the

Norwegian Storting. It speaks vol-

umes for the dignity and reasonableness

of the Scandinavian mind however,

that no drop of blood, no riot or 'emute

marked the deposition of the King of

Norway and the abrogation of the

union. The demand for separate con-

sular systems seems a cause for the

complete conversion of the Norwegian

Conservative Unionist party to the

doctrines of the Radical Separationist,

but the movement has been in progress

for a long time. Norway is a poor

country only in the matter of her popu-

lation. Her mercantile marine ranks third

in Europe. Her coastline, with its

magnificent fjords, seems made for

wide-world commerce, and her rapid

streams are ready to supply motive

with privy paw, daily devours space

and nothing said, essential parts of both

countries. Chased from the East it is

conceivable that its ravenous maw might

be turned to the West.

CANTON CHRISTIAN COLLEGE.

After many vicissitudes and disappoint-

ments, the hour so long looked for has

arrived when the foundation stones of

the new buildings of the Canton Chris-

tian College are to be laid. Those who

are familiar with the genesis of the con-

ception of the institution will remember

that to the late Dr. Happer, who spent

more than forty years in Canton in mis-

sion work, must be accorded the honour

of the first idea of such a college. He,

during his later years, worked for it in

China; he toiled persistently and in

faith in order to raise funds for it when

in America on furlough. The direction

of the practical working of the college

has been, for years, in the hands of Dr

Winer, who also is an old Canton Mis-

sionary, and is in every way competent

to discharge the duties connected with

such an onerous trust. For many years,

the work done in connection with the

college apart from any permanent build-

ings, was located in Macao, and a goodly

number of Chinese youths were in resi-

dence. Some time ago through the assist-

ance of a middle man—a representative

Chinese Christian gentleman—a large

piece of land was secured about twelve

miles south of the city of Canton, on the

river's front, on which sundry temporary

buildings were erected more or less

suitable for the students and the

masters. When these temporary build-

ings were ready the students were trans-

ferred from Macao, and good teaching

work has been done and is being done

in these buildings. The hour has,

however, now come, and to-morrow

the Committee will lay the foundation stone

of a structure which shall remain, we

trust for many years, a great centre of

education and civilisation for Cantonese

youths, and which shall shed an intel-

lectual light, on what, at any rate till

very recently, was a dense gloom. We

understand that any branch of a modern

education can be secured by those who

seek the privileges of the institution.

The medium of the education is the

knowledge of the native tongue is

of course insisted on ere a Chinese

Chinese business men at Woosung are

evidently acquiring the English language

rapidly if the following advertising card,

handed to the officer of a steamer leaving

the port recently, can be regarded as

a sample. The card announced the open-

ing of a "new dairy and reads as follows:—

"We open at Woosung in the south of the

Telegraph Co., for sale the Foreign milk,

the taste are sweet, the milk is pure, and

the price are just. We haven't put

any water in it, if examine only; won't pay

single cash. If you want to buy so you will

know the Foreign Cow's chop.—Gen Sung

Kee, Woosung."

In an unexpected moment a popular Ger-

man resident was called upon to respond

to the toast of the ladies. The demand

fell upon him like a bombshell, and the

clamour for a speech unnerved him. He

rose and gazed round nervously, mumb-

ling something in his native tongue. The

company rightly objected. They wanted some-

thing in English, and the victim squirmed.

"Ah, well," he hazarded, with hesitation,

"I will tell you, I—I—thank you. The

rest"—he murmured, with a smile of satis-

faction, as he hastily resumed, his seat, "is

private." And the remainder of the com-

pany now await invitations to a w' ding.

It was a saint's day when Smith and Hen-

nessy sat down to dinner at the hotel, and

while Smith was able to order turkey with-

out any qualms of conscience, Hennessy,

as in duty bound, satisfied his appetite with

timid salmon. It was only when O'Brien

entered, and was supplied with a plate filled

with succulent turkey that Hennessy ex-

hibited signs of restlessness. "How is it

that you are not eating fish?" asked Smith

of O'Brien. "Eggs O'Brien's a special

dispensation," replied O'Brien with a grin.

Hennessy grew more and more uncomfort-

able, gazing with longing eyes on the turkey

on the other's plate. At last he turned to

Smith, and remarked with a deep sigh,

"Ah! it's mighty fine for live a Protest-

ant; but it's the devil to do one."

BY TELEGRAPH.

[CHINA MAIL EXCLUSIVE SERVICE]
[SUPPLIED BY TELETYPE VIA HONGKONG]
[Received on July 11 at 4.5 p.m.]

ENGLAND AND FRANCE.

THE BRITISH FLEET AT BREST.

THE FRENCH NATION DELIGHTED.

Huge Programme of Festivities.

LONDON, July 11.

The British fleet has arrived at Brest, and has met with an enthusiastic reception.

The rejoicings are on a very large scale and promise to constitute a record in International Naval cortésies.

The programme of the official and unofficial festivities is so immense that scarcely an hour during the whole week is unaccounted for.

Evidence is apparent on all sides that the present visit is the most popular one ever made to France by any Navy.

[REUTER'S SERVICE.]

A REMARKABLE DEMONSTRATION.

LONDON, July 10.

The British fleet arrived at Brest yesterday and there was a remarkable demonstration of welcome from immense crowds both afloat and ashore.

FRENCH SOCIALISTS.

A Conciliatory Lecture.

A lecture by the French socialist Deputy Jaures, upon the international duties of socialists in reference to war, which the German Government had forbidden to be delivered in Berlin, has now been published textually in Berlin, in the socialist organ *Vorwärts*; its tone is moderate, and most friendly to Germany, it expresses notable warmth in reference to the Anglo-French entente, and declares that "we will resist with our last breath any attempt to entangle us in an action hostile to Great Britain."

PRINCE ARISUGAWA'S DEPARTURE FROM LONDON.

LONDON, July 10.

Prince and Princess Arisugawa have proceeded to Portsmouth where they will be the guests of the Commander in Chief until tomorrow, when they will embark on the "Preussan" bound for Yokohama. Their Highnesses drove in the Royal carriage to Victoria and were lustily cheered en route. The Duke of Connaught, Lord Lansdowne, Admiral Fisher, the Lordship, and the Japanese colony were at the station to bid farewell; Viscount Hayashi accompanied their Highnesses to Portsmouth.

THE PEACE CONFERENCE.

To Meet at Portsmouth.

The Japanese and Russian plenipotentiaries will meet at Portsmouth, New Hampshire.

China Desires to Participate.

It is reported from Washington that President Roosevelt has submitted to the belligerents, a request from China for participation in the Peace Conference; it is not known whether replies have been received, but it can be stated that Russia is favourable and Japan unfavourable to the request, and it is not likely that President Roosevelt will press it.

CONSCRIPTION FOR GREAT BRITAIN.

The Subject Again Raised.

During a debate in the House of Lords on National Defence, Mr. Balfour's statement of the 10th May was severely criticised; Lord Roberts said that the lessons of the South African war were already forgotten, and he had no hesitation in saying that the army was as absolutely unfitted and unprepared for war now, as it was then; the nation must choose between conscription and universal training.

Be Firm.

WHEN you ask for a bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy, do not allow the dealer to sell you a substitute. Be firm in your conviction that there is nothing so good. This medicine has been tested in the most severe and dangerous cases of cholera, colic, and diarrhoea, and has never been known to fail. For sale by All Dealers; WATKINS & CO., Ltd., General Agents.

THE 'TRAVANCORE' CASE.

THE DECISION OF THE COURT.

Captain's Certificate Suspended.

The inquiry into the circumstances surrounding the stranding of the sailing ship "Travancore" (Captain W. C. Chamberlain) and into the charges made by the crew against the Captain, was concluded after we went to press yesterday.

The Court consisted of the Hon. Captain L. A. W. Barnes-Lawrence, R.N. (President), Lieut. C. K. McCallum (H.M.S. "Tamar"), Captain Lybun ("Empress of Japan"), Captain St. John George ("Macquarie") and Captain Robt ("Harping").

Mr G. D. Wilkinson (of Messrs Wilkinson and Grist) appeared on behalf of Captain Chamberlain; Mr John Hays (of Messrs Johnson, Stokes and Master) represented the owners; but the crew were not represented by a solicitor.

The witness, Wythe, continued his evidence.

M. Byrne—Have you ever seen me drunk?

Wythe—I have seen you take drink. Byrne—You never have in your natural life seen me take drink. Did you ever see the captain drunk?—No.

Did you not go off on May 30 and on your return forward say that there were no letters and that the captain was "as full as an egg"?—No.

Byrne (to captain)—Have you ever seen the mate drunk?—No.

Byrne (to mate)—Have you ever seen the captain drunk?—No.

Mr Wilkinson then addressed the court on behalf of the captain. He submitted that no evidence had been adduced on which any reliability could be placed, or which the Court could believe in order to find the captain guilty of misconduct or culpable negligence. The accusation of cowardice made by the captain against the crew would make the latter both to continue the voyage. They had signed articles and could not get their discharges, therefore, it occurred to him the charge was laid by the crew with the object of accomplishing their ends. If the whole truth of the matter was made known it is very possible it would be found that it was the misconduct of the crew themselves, which caused the stranding of the vessel—their misconduct in not obeying orders. He did not suggest there was any attempt made to pile the ship up, but there was good evidence that the men did not work as usual that morning and when the ship missed stays they did nothing whatever to assist in wearing the ship round. He considered the captain was justified in thinking the ship would go about—no never had any trouble before. Mr Wilkinson then referred to the evidence regarding the mate's alleged proposal to scuttle the ship, which he referred to as "ridiculous, infamous and absurd allegations." He concluded by asking the Court "in view of the whole circumstances—to find that the captain had done his duty and that the charges of misconduct were without foundation."

Mr Hays also addressed the Court. "The chief witness called and asked if he desired to say anything in defence of himself. He denied the charges made against him, saying that the first he had heard of them was when the "Travancore" was in dock. The Court was then closed and after an hour's deliberation was opened again.

Finding.

The President said—We find that the British ship "Travancore," official number 99,769, of Greenock, of which W. C. Chamberlain is master, and of which J. T. Roberts is chief mate, left Hongkong on May 31, 1905, bound for Port Angeles. The "Travancore" is a sailing ship of 1,878 net registered tons and was in ballast when she put to sea. That about 8 a.m. on the following day the ship stranded on Fokai Point, was about for about three quarters of an hour on the evening of June 2, and again taking the ground remained there until 7.45 a.m. on June 3, when she was towed off by the steam tug "Robert Cooke."

It appears from the evidence that when the master came on deck at 7.10 a.m. on June 1, the position of the ship in respect to Fokai Point allowed him the alternative of weathering the Point by continuing on the same tack, or to put about. He decided on the latter course, and that it should be carried into effect later on. The master then retired into his cabin and, after the lapse of half an hour, during which time two reports were made to him by the officer of the watch representing the necessity to go about if the intention was persevered in—he came on deck too late to admit of the manoeuvre which he attempted to do safely carried out, and in consequence the ship stranded. Having fully considered the evidence, the Court is of opinion that the "Travancore" was not navigated with sufficient reasonable care; that the master was absent from deck when the safety of the ship required his personal supervision; that the casualty was caused by mismanagement on his part and, that he displayed a lack of intelligence in the efforts he afterwards made to free the ship. That the material damage to the ship was due to the above mentioned cause, which they are of opinion amounted to a wrongful act or default on the part of the master, and they therefore direct that his certificate be suspended for a period of nine months from this date. The Court further directs that a first mate's certificate be issued during the period of suspension if the master so desires.

The Court is further of opinion that the chief mate was also to blame in respect to the management of the ship immediately prior to her stranding, and in the lack of effort he displayed in afterwards trying to free her, which they are of opinion amounted to a wrongful act or default on the part of the chief mate, and they, therefore, direct that the master's certificate held by him be suspended for a period of three months from this date.

The Court learns from the evidence, with regret, that after the ship stranded, the crew generally appear to have taken an undue advantage of the position the master was placed in, by consulting their own safety rather than that of the ship, and that their behaviour as a whole left a good deal to be desired. The Court therefore directs that the members of the crew who brought the charges against the master and first mate bear the costs of this investigation so far as they relate to the Court.

The Court also learns from the evidence, with surprise, that the master was expected by the ship's owners to provide the charts used on behalf of the vessel at his own expense.

THE WAR.

NAVAL LETTERS OF APPRECIATION.

The following are the vessels on which letters of appreciation (kajiki) were recently conferred by Admiral Togo in recognition of their services during the naval battle in the sea of Japan:—

Converted Cruiser "Shinano Maru"—She was on guard for days and nights during May, watching for the approach of the enemy's squadron, which she discovered at dawn on the 27th.

Warship "Izumi"—She kept in touch with the enemy's fleet from early on the morning of the 27th, and in spite of the first directed against her she watched the enemy and covered the army transport, meanwhile furnishing our fleet with minute reports on the enemy's disposition.

Warship "Chihaya"—She delivered several gallant attacks against the enemy's fleet, discharging her torpedoes effectively, the attack on the "Kia Suvaroff" being successfully carried out in face of a galling fire from other hostile vessels.

Fifth Destroyer Flotilla.—This flotilla delivered a torpedo attack on the "Kia Suvaroff" in broad daylight on the 27th and afterwards participated in the night attack. On the 28th, the "Shirami" captured the "Admiral Khabiboff," and in co-operation with the torpedo boat No. 63, sank the enemy's destroyer "Gromky" off Ulsan. The "Murakumo" co-operating with the "Nikita" sank the enemy's destroyer "Byotri."

Fourth Destroyer Flotilla.—This flotilla also attacked the "Kia Suvaroff" during daylight on the 27th and engaged and sank the "Admiral Khabiboff" and in co-operation with the torpedo boat No. 63, sank the enemy's destroyer "Gromky" off Ulsan. The "Murakumo" co-operating with the "Nikita" sank the enemy's destroyer "Byotri."

Torpedo-boat Flotilla No. 11.—At dusk on the 27th this flotilla attacked the "Kia Suvaroff" and torpedoed and sank her.

Torpedo-boat Flotillas Nos. 17, and 18.—These flotillas delivered fierce torpedo attacks on the enemy's fleet, in spite of severe losses, during the night of the 27th, and completely scattered the enemy's vessels.

Torpedo-boat Flotillas Nos. 9 and 10.—These flotillas also skillfully attacked the enemy's fleet on the night of the 27th and completely dispersed the hostile vessels.

Destroyers "Sazanami" and "Kagero".—On the 28th these destroyers engaged two of the enemy's destroyers and captured one of them, taking prisoner the Commander-in-Chief of the enemy's fleet, the Japan Times.

DEPARTURE OF MR W.

B. DIXON.

By the "Empress of Japan" which sailed for Vancouver to-day, Mr W. B. Mrs. and Miss Dixon left Hongkong en route for England, and ere they departed they were the recipients of many floral tributes and hearty wishes from a host of friends who assembled on board the steamer to wish them farewell. Mr Dixon goes home on leave after four years of hard work as Chief Manager of the Hongkong and Whampoa Dock Company. During that period the big engineering firm has progressed and prospered, and has had the honour of turning out work that before would not have been attempted. Practically Mr Dixon demonstrated to the Directors the capabilities of the Dock in turning out new work, and as a result we have seen the fine river steamers "Kinshan" and "Kienlin" the yachtlike surveying vessel "Fathomer," and other craft built and launched in a manner worthy of the best yards of the homeland. Many people questioned the possibility of completing such steamers satisfactorily, but we understand that the owners of these boats already built here have determined to put further orders in the hands of the Docks when ships are required. Apart from the actual output of the Docks, much improvement has been made in the yards by Mr Dixon, and facilities for the rapid performance of orders in the shape of new and improved machinery have been increased, with the result that the Docks, as they now stand, rank amongst the most important this side of Suez. The recent work done on the men-of-war elicited a tribute from London papers and exports which is not to be ignored, and this reflects favourably upon Mr Dixon. Mr. Dixon made many friends in Hongkong, and prior to his departure was privately entertained, his wishes no public functions. On board the steamer to day a number of residents, engineers, and leading men from the Docks were present to wish him bon voyage. Toasts were drunk in champagne and happy words were spoken, Mr. Dixon thanking all present for their kind references to himself and family, especially so far as they concerned Mr. Dixon, who is in very delicate health. Mr. W. Wilson (superintendent engineer) notes as chief manager.

The China Squadron.

Besides the recall of the battleships "Canopus" and "Goliath," which had reached Colombo en route for the China Station, where they were to have relieved the "Ocean" and "Conqueror," it is reported the whole of the battleships at present on the China Station is to be immediately withdrawn. The ships are the "Albatross," "Conqueror," "Goliath," "Ocean," and "Vengeance." Great Britain will be represented in the Far East by the five heavy cruisers "Diadem," "Andromeda," "Hogue," "Sutley," and "Boonaventure," a number of river gunboats, and 14 torpedo-boat destroyers. The reason given why the ships will be recalled is that since the annihilation of the Russian fleet the balance of power has entirely changed in the East, and there is no need for Great Britain, for some time as all events, to maintain so large a naval force when the allies of other countries are only represented by a few ships.—L. and O. Express.

By 13 votes to three the Newfoundland Legislative Council passed a bill excluding American fishermen from the right of fishing for or purchasing bait in Newfoundland waters.

GOSSIP FROM SHANGHAI.

[BY THE NONENTITY.]

SHANGHAI, July 5.

Again this week it is necessary to refer to the "Samson" case in order to mention the final award settled on points of law, and which practically ended satisfactorily for both parties. It was found that while Baron Ward was not within his rights in reselling the "Samson" while she was the property of M. Pavlov, he was entitled to a certain sum, not specified, for services he had rendered and payments made both as regards the "Edendale" and the "Samson." This proviso makes us wonder whether we have heard quite the last of it, because out of the \$10,000 awarded M. Pavlov, is to be deducted the amount due to Baron Ward, and we can imagine plaintiff and defendant will hardly agree amicably as to the sum, unless, indeed, M. Pavlov is rather tired of the searching light of publicity. Both parties were ordered to pay their own costs, so looking at things from all points of view, the lawyers alone would appear to have benefited, and M. Pavlov must regret he did not stick to the bargain he made in the first instance. I suppose the gentleman would consider it impertinent to enquire whether he in his private capacity or the Russian Government will settle this matter of costs.

Shipping circles prophesy very bad times for Shanghai, and, unfortunately, it appears as if their fears must be realised. The influx of cargo into the Settlement is enormous and this sounds prosperous enough, but it is simply rats in the various godowns and has done so for many long months. Owing to the present war, it has been found impossible to re-ship it to its ultimate destination, and so it stagnates here, filling up every corner of space, as is clearly demonstrated by the advertisement of Messrs. Farson, Daniel & Co., who state that owing to the congested condition of public godowns, the cargo arriving by the "Mongolia" will have to be landed at the Yang-Ka-Du Wharves at Pootung. It has been argued that wharf-owners are making huge profits, but this is a delusion. True, the shippers will have to pay very heavy storage accounts, but the wharf companies do not gain so much for storing one cargo for a long time as they would for storing two a while. Besides, it is altogether a false position, and if relief does not soon come many a small trader must go under and with him firms engaged in trading on a much larger scale. Shanghai is blocking with cargo, fresh supplies come in daily, and scarcely any do not cease to think, unless the cargo is soon arrives of shipping some of the enormous surplus.

Ladies are in a whirl of delighted anticipation, so are the men, at least the married men, because they will only be able to run home on their furlough. We are going to central Margate and disport ourselves in the cool waves, not that is not quite right, because waves do not enter the tranquility of a swimming bath. The Swimming Club very shortly to be opened will only be eligible to members of the Rowing Club and then their numbers will have to be restricted. On paying the small additional subscription of \$5, members of the Swimming Club will gain permission for their wives and families to attend the Baths every morning between nine and eleven, but more than that they will be allowed to accompany their spouses twice a week in order to guide their efforts to become champion swimmers. Enterprising drapers would do well at the present time to import some smart Boulogne bathing costumes to give the requisite tone to these "family" gatherings about which there has been a goodly amount of speculation. Report has it that matrimony will become the fashion so as to gain the necessary admittance to these bi-weekly meetings.

The festivities in connection with Independence Day were somewhat curtailed by the sad death of Mr. John Hay, at least the official celebrations were put in the background. However, Americans had no intention of foregoing that license of freedom with which they cherish their nationality on July 4th. They entered into the best traditions of Shanghai. Boat races were engaged in between teams chosen from the various U.S. boats, but we had an amused suspicion it was one good way of keeping the men in comparative order.

Auctioneers are in despair. Sales of piece goods and such like things, interesting only to meat, continue to break up, but their real customers, the people who give customers an excuse for their existence—ladies—are showing distinct signs of flagging. Auction rooms will become very hot and spaces for sitting accommodation for everyone, so they preferred to remain at home and do nothing rather than face certain discomfort. Household furniture was given a rest for a time, and fair creatures were tempted out of their seclusion by announcements of grand sales of millinery and such like discrepancies. The bait was eagerly nibbled at for the first time, but the mistake was made of too quickly following up the novelty and once again womenfolk rest all day so that they can play tennis in the cool of the evening. Now comes the final allurement. If they consented to attend and help the auctioneer in what he is pleased to call his wretched struggle for a livelihood (an opinion not shared by others) they are to have tempting tea provided for them, so that they may discuss their beloved gossip with their dearest friends and easily buy hats ad lib.

The trial of Mr. Godfrey Hirst on the charge of killing Fu Chi Sing has created a feeling of distaste at the senseless brutality which is far too often meted out to Chinese crews by officers in charge. Accused held the responsible position of Chief Officer on the SS "Wanchow" and as his Lordship in summing up remarked "people in authority must be taught that when in charge of natives of this country, or of any other race, they must be careful in the way they deal with them." If we were to believe the evidence of the Chinese witnesses, the judgment must have been murder, but fortunately it was conclusively

proved it was a case of suicide. The man had been insubordinate and when ordered on a different watch refused compliance and eventually a struggle took place between him and the Chief Officer, deceased, not only drawing a knife but actually catching hold of Mr. Hirst in a mad endeavour to throw him overboard. He was then handcuffed and tied by his queue to a stanchion, and the Chief Officer's principal fault is to be found that in this hopeless condition he continued to hit the man until blood poured from his nose, mouth, and as some allege, from his ears. It was wanton and inexcusable brutality. On releasing Fu Chi Sing to ring the 4.30 bell, some of the Chinese crew made a remark to the deceased on his return to the bridge, to which he made some reply. The supposition is they chaffed him at the treatment meted out to him, and rather than lose face, he put his hand on to the rail and without warning of any kind threw himself head first overboard. The Chief Officer immediately had a boat lowered and himself went out to try and pick up the man, but without success. The punishment of three months with hard labour is very severe, but not too severe considering the effect the case will have on the future behaviour of officers towards their crew.

BY WHARF AND WAVE.

H. M. S. "Sirius" leaves for Home to-morrow.

The British steamer "Grosmont," 2,840 tons, has been sold to Japanese.

The Portuguese cruiser "Adamastor" left Singapore for Lisbon on July 5.

The Russian steamer "Sungari," which was supposed to be hopelessly destroyed at Chemulpo, is now in the Japanese service, renamed the "Shoko Maru."

A very valuable consignment of arms and ammunition which reached the Dutch East Indies, but which was not delivered on board Roshdovtsovsky's vessels, is being sent home at once.

The s.s. "Cheong Cheu," which stranded on a mud bank at Tanjong Boles, was towed off on July 1. She had sunk eight feet deep into the mud. The Straits Times understands an inquiry into the cause of her stranding will be held.

A telegram from London, July 5, states—The Russian cruiser "Rion" landed at Aden 610 survivors from the French steamer "Chodoe" from Saigon and Colombo, which has been wrecked at Cape Guardafui. A few lives were lost.

War risks rates on cargoes to Japan have fallen to a point which only represents the danger from floating mines. Still, there are a number of volunteers fleet boats about the China Sea, and it is possible if they make for home that there may be trouble to shipping on the way—L. and O. Express, June 9.

The conversion of the German steamer "Bismarck" was sighted on July 2 by the German steamer "Aschen" in the Malacca Straits (Lat. 2.17 N., Long. 105.8 E.). Apparently the same vessel was sighted by the s.s. "Uinta" on Lat. 2.46 N., Long. 107.7 E. on the same day.

The "Benlawer," a large steamer for the "Ben" line of Messrs. William Thomson and Co., Ltd., was launched on June 3 at Sunderland by Messrs. Bartram and Sons. The vessel is of the spar-deck type, her dimensions being—Length, 386 ft.; breadth, 46 ft.; and depth 26 ft. 3 inches. She has been built to take Lloyd's highest class, and under the supervision of the owners' surveyors, Mr. J. H. Buchanan and Captain Potter. The engines will be supplied by Messrs. J. D. Hunter and Sons, Limited, Monkwearmouth, the cylinders being 25, 42 and 58 inches in diameter, by 48-in. stroke, with boilers working at 180 lb. pressure.

Ensign Afridis recently made a raid on Garhi Sherada, near Peshawar, on the Indian Northwest Frontier, killing three men, wounding three others and carrying off a large quantity of plunder.

Taken suddenly ill on his way for a marriage license, a young man, Mr. Huntingdon (U.S.A.), was removed to the hospital and operated on for appendicitis. While on the operating table he was married, but died shortly afterwards.

Don't Wait Until You Need it. Do not wait until some of your family is taken with a violent attack of colic or diarrhoea. Carry Chamberlain's Colic, Cholera and Diarrhoea Remedy at hand when needed has saved many a life. Procure it at once. For sale by All Dealers; WATKINS & CO., Ltd., General Agents.

To-day's Advertisements

LOST.

FROM Government House, a SMALL WHITE FOX-TERRIER PUPPY, aged two months old, short tail, black spot round the left eye. Finder will be rewarded on returning same to Government House. Hongkong, July 12, 1905. 1345

BEN LINE OF STEAMERS. NOTICE TO CONSIGNEES. STEAMSHIP BENLARG. FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all goods are being landed at their risk into the Godowns of the Hoxworths and Kowloon Wharves and Godown Co., Limited, whence and where the wharves delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 18th Inst. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 24th Inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 18th Inst., at 11 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents. Hongkong, July 12, 1905. 1341

To-day's Advertisements

GROSSWOOD

BRAND OF PAINTS.

As supplied to the LEADING NAVIES, SHIPOWNSERS AND SHIPBUILDERS.

Manufactured by Gross Sherwood & Heald, LIMITED, London.

SOLE AGENTS:—HARRY WICKING & CO., Hongkong. Hongkong, January 6, 1904. 20-3

NOTICE. I, ANE, CRAWFORD & CO. beg to inform the Public of Hongkong that they are the SOLE AGENTS in Hongkong of the following PIANO MANUFACTURERS: BRINSMEAD, COLLARD & COLLARD, BROADWOOD, ALLISON, CHALLEN and DORNER.

And that GUARANTEED NEW INSTRUMENTS of any of the above makes CAN BE HAD FROM THEM ONLY. ANE, CRAWFORD & CO. Hongkong, May 13, 1905. 1276

NOTICE. D. R. NEWELL WILSON, DENTIST, has REMOVED his Office from Watkin's Buildings to No. 2, PEDDER'S STREET, opposite the Hongkong Hotel. Telephone No. 540. Hongkong, June 20, 1905. 1187

NOTICE. WE have this day established ourselves at No. 15, QUEEN'S ROAD CENTRAL, as GENERAL MERCHANTS and COMMISSION AGENTS under the Style of CRUZ, BASTO & CO. A. M. DE CRUZ, J. M. F. BASTO. Hongkong, July 12, 1905. 1347

NOTICE. THE Authority given by us to Mr. A. M. DE CRUZ to sign the name of our Firm per procuration has been WITHDRAWN. BARRETTO & CO. Hongkong, July 12, 1905. 1343

NOTICE. HONGKONG AND WHAMPOA DOCK CO., LTD.

MR WILLIAM WILSON has this day assumed charge of the Company as ACTING CHIEF MANAGER during the absence on leave of Mr. W. B. DIXON, or until further notice. By Order of the Board of Directors, C. P. CHATER, Chairman. Hongkong, July 12, 1905.

THE DAIRY FARM CO., LD.

TRY OUR FINE AUSTRALIAN RABBITS AND HARES.

65 Cents and \$1.40. Hongkong, July 11, 1905. 1346

MESSAGERIES MARITIMES. FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, INDIA, ADEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN, AND BLACK SEA PORTS.

TOURANE, Captain GIBAUD, will be despatched for MARSEILLES on TUESDAY, the 26th July, 1905, at 1 p.m.

Passage Tickets and through Bills of Lading issued for above ports. Cargo also booked for principal places in Europe.

Next Sailings will be as follows:—S.S. TONKIN, August 8, 1905. S.S. SYDNEY, August 22, 1905. S.S. ARMAND BERG, Sept. 5, 1905. G. DE CHAMPEAUX, Agent. Hongkong, July 12, 1905. 1342

THE WINE GROWERS SUPPLY CO.

DIRECT IMPORTERS OF WINE, BEER AND SPIRITS from well-known GROWERS, BREWERS and DISTILLERS.

PRICE LIST OF ASSORTMENTS. BARRETTO & CO., Agents. No. 22 & 24, BAKER BUILDING, Queen's Road. Hongkong, July 7, 1905. 1691

ROBINSON PIANO COMPANY, LTD.

THE PUBLIC MAY RELY IMPLICITLY ON GETTING FROM US

PIANOS OF THE HIGHEST CLASS

EMBODYING THE VERY BEST MUSICAL AND WEARING QUALITIES, AT MODERATE PRICES.

OUR CLIENTS HAVE THE ADVANTAGE OF OUR 30 YEARS EXPERIENCE AS EXPERTS, DEVOTED EXCLUSIVELY TO THE PIANO TRADE.

WE ARE BY FAR THE LARGEST IMPORTERS and MANUFACTURERS IN CHINA, AND STOCK ALL THE LATEST VARIETY OF MAKES.

WEISMANN, LTD. TELEPHONE No. 407.

Patrons of CAFE WEISMANN will please notice that our REFRESHMENT ROOMS

AT 34, QUEEN'S ROAD CENTRAL WILL CLOSE EVERY NIGHT at 8 p.m.

ENTRANCE TO DINING ROOMS No. 1, WYNDHAM STREET. OPEN TILL 11 P.M.

H. WEISMANN, Manager. Hongkong, May 6, 1905. 1684

The BURLINGTON, 2, PEDDER'S STREET (Opposite the Hongkong Hotel).

CHARGES FOR DRESS-MAKING

BLOUSES from.....\$3.50 each. SKIRTS from.....4.50 each.

PERFECT FIT GUARANTEED AND APPOINTMENTS STRICTLY OBSERVED.

Our Goods have now been GREATLY REDUCED IN PRICES, and are Cheaper, Quality for Quality, than can be obtained anywhere in this Colony.

HATS OF EVERY DESCRIPTION IN STOCK, from \$1.00 upwards and made to Order at London Retail Prices.

THE CHINA MAIL.

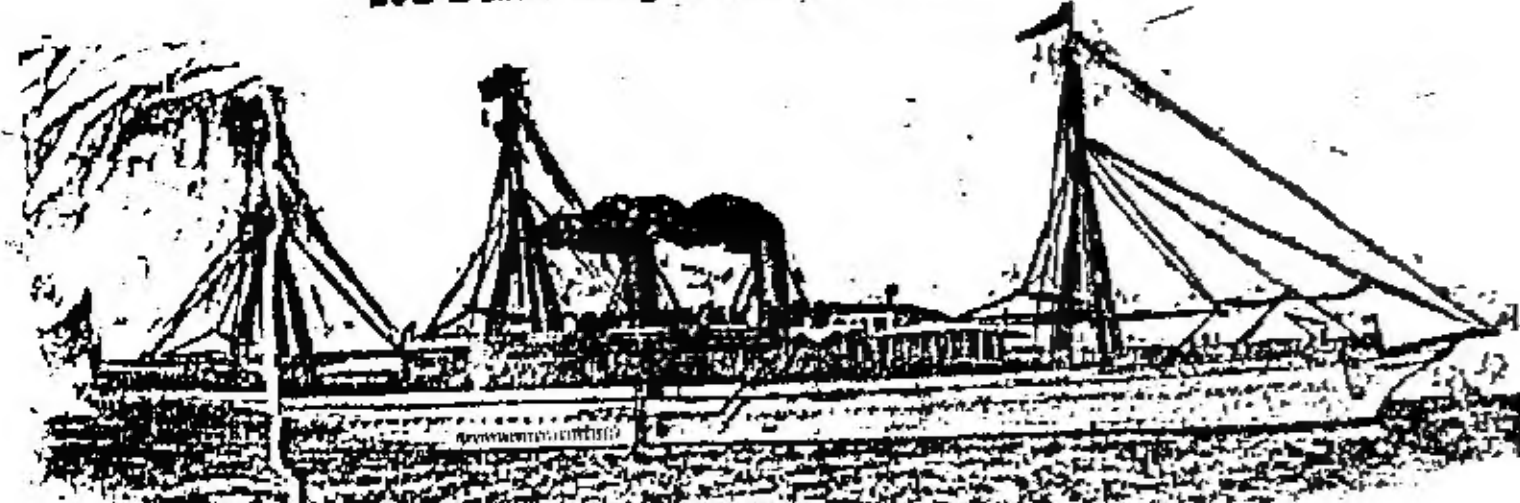
Shipping.

PENINSULAR & ORIENTAL STEAMSHIP
NAVIGATION COMPANY

WILL dispatch VESSELS to the Undermentioned PORTS on the DATE named:

PORT	VESSEL	TO SAIL ON	REMARKS
MOJI & KOBE	MAGAZON	About 13th July	Freight only.
SHANGHAI	COROMANDEL	About 13th July	Freight and Passage.
LONDON, &c.	SIMLA	Noon, 15th July	See Special Advertisement
LONDON & ANTWERP, VIA SPAIN, PANAMA, COLON AND PORT SAID.	JAVA	About 20th July	Freight and Passage.

For further Particulars, apply to L. S. LEWIS, Acting Superintendent.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C. Saving 8 to 7 days across the Pacific.

R.M.S. Proposed Sailings from Hongkong: (Subject to Alteration.)

EMPEROR OF CHINA	Com. R. ALCHIBALD, R.N.R.	5000 TONS	WEDNESDAY, Aug. 2.
ATHENIAN	Com. S. ROBINSON, R.N.R.	5000 TONS	WEDNESDAY, Aug. 9.
EMPEROR OF INDIA	Com. E. BETHAM, R.N.R.	5000 TONS	WEDNESDAY, Sept. 13.
TARTAR	Com. W. DAVENPORT, R.N.R.	4425 TONS	WEDNESDAY, Sept. 13.
EMPEROR OF JAPAN	Com. B. PYRUS, R.N.R.	5000 TONS	WEDNESDAY, Sept. 20.

Hongkong to London, 1st Class, via St. Lawrence £60. via New York £82.

Intermediate on Steamers, £240. and 1st Class Rail, £42.

THE magnificent "EMPEROR" STEAMSHIPS passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PACIFIC OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. TARTAR and ATHENIAN carry INTERMEDIATE Passengers only at intermediate rates, affording superior accommodation for that class.

Passengers booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Guides, Books, Rates of Freight and Passage, apply to Hongkong, July 12, 1905.

PORTLAND AND ASIATIC
STEAMSHIP COMPANY.

SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, MOJI, KOBE & YOKOHAMA; FOR PORTLAND, OREGON.

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP. TONS. CAPTAIN. TO SAIL AT DAYLIGHT ON.

NUMANTIA 4370 DEBYEN Aug. 12, 1905.

ARAGONIA 5198 SCHOLDT Sept. 1, 1905.

NICOMEDIA 4370 WAGEMANN Sept. 26, 1905.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

PORTLAND & ASIATIC STEAMSHIP COMPANY.

Hongkong, July 12, 1905.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

For ANPING, VIA SWATOW AND AMOY, TAMUL, VIA SWATOW AND AMOY, SHANGHAI VIA SWATOW, AMOY AND FOCHOW, TAMUL VIA SWATOW AND AMOY.

ON account of the present state of political affairs, all the Company's New Steamers have been requisitioned for Transport Service, and the above-named chartered Steamers have been secured instead for maintenance of the Company's Coastal Services.

As soon as the state of Affairs permit the Company will resume running with its specially designed new Steamers.

Taking Cargo on through Bills of Lading to all Yangtze & Northern China Ports. For Freight, Passage and further information, apply at the Co.'s local Branch Office, at No. 3, Des Voeux Road Central.

T. ARIMA, Manager.

Hongkong, July 11, 1905.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO. BOSTON TOWBOAT CO. CONNECTING AT TACOMA WITH NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA B.C. AND TACOMA VIA MOJI, KOBE AND YOKOHAMA.

Steamers. Tons. Captains. To Sail.

SHAWMUT 8608 E. V. Roberts About July 20.

TREMONT 8608 T. W. Garlick About Aug. 8.

Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND COUSINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The Twin-screw S.S. Shawmut and Tremont are fitted with very superior accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA. For further information, Apply to

Dodwell & Co., Limited, GENERAL AGENTS.

QUEEN'S BUILDINGS, Hongkong, June 26, 1905.

Shipping.

OCEAN STEAM SHIP COMPANY, LIMITED,
AND
CHINA MUTUAL STEAM NAVIGATION
COMPANY, LIMITED.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA, AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARDS.

FROM	TO	DATE
GLASGOW AND LIVERPOOL	PARLOUS	14th July.
GLASGOW AND LIVERPOOL	PARLOUS	18th July.
GLASGOW AND LIVERPOOL	ACHILLES	28th July.
GLASGOW AND LIVERPOOL	ANTHOS	3rd August.
GLASGOW AND LIVERPOOL	MACRAON	4th August.
GLASGOW AND LIVERPOOL	ORLEANS	5th August.
GLASGOW AND LIVERPOOL	ULYESSES	9th August.
GLASGOW AND LIVERPOOL	ORFAC	9th August.

HOMEWARDS.

FROM	TO	DATE
LONDON, AMSTERDAM & ANTWERP	HYSON	18th July.
* GENOA, MARSEILLES & LIVERPOOL	TELENACHUS	20th July.
LONDON, AMSTERDAM & ANTWERP	AXAX	1st August.
LONDON, AMSTERDAM & ANTWERP	IDOMENEUS	15th August.
* GENOA, MARSEILLES & LIVERPOOL	STENTOR	20th August.
LONDON, AMSTERDAM & ANTWERP	PARLOUS	28th August.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.

EASTWARD.

FROM	TO	DATE
VICTORIA, SEATTLE, TACOMA, and KERNAN	TELENACHUS	17th July.
all PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA	MACRAON	7th August.

WESTWARD.

FROM	TO	DATE
TACOMA, SEATTLE, VICTORIA, and PACIFIC COAST	TELENACHUS	15th July.
For Freight, apply to BUTTERFIELD & SWIRE, Agents.		

Hongkong, July 7, 1905.

CHINA NAVIGATION CO., LD.

FROM	TO	DATE
MANILA, ZAMBOANGA, PT. DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	CHINGTU	14th July.

CEBU & ILOILO 14th July.
CHEFOO & NEWCHWANG 15th July.
KOBE 15th July.
SHANGHAI 15th July.
SWATOW, WEIHAIWEI, CHEFOO 18th July.

AND TIENTSIN 18th July.

* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unrivaled Table. A duly qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze & Northern China Ports. Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, Single and Return, To Manila and Australian Ports.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Hongkong, July 12, 1905.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon, amphi-theatre, Electric Light—Perfect Cuisine—Surgeon and Stewardsess carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship. Tons. Captains. For. Sailing Dates.

RUBI 2540 A. H. Notley Manila July 15, at Noon.

ZAFIRO 2540 R. Rodger Manila July 22, at Noon.

For Freight or Passage, apply to Shewan, Tomes & Co., General Managers.

Hongkong, July 10, 1905.

HONGKONG—NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK, via PORTS AND SUZ CANAL. (With Liberty to Call at the MALABAR COAST.)

S.S. INDRAWADL About 1st July.

For Freight and further information, apply to SHEWAN, TOMES & CO., General Agents.

Hongkong, June 29, 1905.

FOR NEW YORK, VIA PORTS AND SUZ CANAL.

(With Liberty to call at the Malabar Coast.)

THE Steamship KENNEDIC, will be despatched on or about TUESDAY, the 25th July.

For Freight, etc., Apply to STANDARD OIL COMPANY OF NEW YORK, Oriental Freight Department, 4 Des Voeux Road Central.

Hongkong, July 6, 1905.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUZ CANAL. With Liberty to Call at MALABAR COAST. PROPOSED SAILINGS FROM HONGKONG.

Steamers. To SAIL. 1905.

ST-HUGO About Aug. 4.

SHIMOSA To follow.

For Freight and further information, Apply to DODWELL & CO., LTD., Agents.

Hongkong, June 27, 1905.

Shipping.

PACIFIC MAIL S.S. CO.,
OCCIDENTAL AND ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

U.S. MAIL LINES.

VIA HONOLULU.
TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.



Only line taking the warm SOUTHERN ROUTE across the Pacific, via HONOLULU on OAHU, on the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG.

MONSIEUR	Gross Tons	FRIDAY	18th July, at Noon.
CHINA	5,000	FRIDAY	28th July, at Noon.
DORIC	4,784	FRIDAY	11th Aug. at Noon.
MANCHURIA	13,439	FRIDAY	18th Aug. at Noon.
KOREA	11,276	FRIDAY	1st Sept. at Noon.
COPILO	4,352	TUESDAY	12th Sept. at Noon.
SIBERIA	11,284	TUESDAY	28th Sept. at Noon.

Record Trip Yokohama to San Francisco made by S.S. KOREA, 11,276 tons, Oct. 18th-23rd, 1902; 10 days, 15 hours.

THE P.M. Steamship MONGOLIA will be despatched for SAN FRANCISCO, via AMOY, SHANGHAI, NAGASAKI, KOBE, (INLAND SEA) YOKOHAMA, and HONOLULU on TUESDAY, the 18th July, at Noon; taking Freight for the United States, and Europe. Passengers are allowed to break their journey at any point en route.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

For further information as to Passage and Freight, apply to the Agency of the Companies, QUEEN'S BUILDINGS, Hongkong, July 6, 1905.

S. SILVERSTONE, Agent.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FROM	TO	DATE
* MANILA	LOONGSANG	FRIDAY, July 14, at 4 P.M.
SINGAPORE, SOURA, BATA & SAMARANG	HINSANG	FRIDAY, July 14, at 3 P.M.
* SHANGHAI	FAUSANG	FRIDAY, July 14, at 3 P.M.
TIENTSIN	WOSANG	MONDAY, July 17, at 3 P.M.
* SINGAPORE, PENANG, AND CALCUTTA	LAISANG	TUESDAY, July 18, at 3 P.M.

* These Steamers have superior Accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

SOUTH AFRICAN LINE OF STEAMERS.

HONGKONG DIRECT (or via CHEFOO or CHIN-WAN-TAO) to DURBAN, NATAL.

THE following Chartered Steamers will run at Intervals of about 3 Weeks:—

STEAMER	Captain	J. P. DAWSON
S.S. SWANLEY	W. E. MARLEY	
S.S. COURTFIELD	W. E. STEELE	
S.S. CRANLEY	M. ROBERTSON	
S.S. IRAL	C. E. COX	
S.S. ASHOT	J. G. WILLIAMSON	
S.S. LOTHIAN	E. S. PEARLE	
S.S. INKUM	J. ROWLEY	
S.S. SIKH	GEY SHAWHED	
S.S. SOFALA	R. P. CHAYEN	
S.S. INDRASHAMA	J. CULLINGTON	
S.S. INDRAVELLI	Geo. BROWN	
S.S. SEBAL	DEAN	
S.S. CATHERINE PARK		
S.S. INKULA		

For Freight, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, February 9, 1905.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOCHOW.

THE Company's Steamship HAICHING, Captain HONGTSA, will be despatched for the above Ports on FRIDAY, the 14th Inst., at 10 a.m.

For Freight or Passage, apply to DOUGLAS, LAPRAK & Co., General Managers.

Hongkong, July 11, 1905.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYP, MEDITE, RANEA-PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATA, VIA, PENINSULAR, CULF, CONTINENTAL, AMERICAN, AND SOUTH AFRICAN PORTS.

THE Steamship SIMLA, Captain F. R. SUMMERS, carrying His Majesty's Mails, will be despatched for this for BOMBAY, on SATURDAY, the 15th July, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. Marmora, 10,600 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement), will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. Arabia, due in London on the 27th August.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further Particulars, apply to L. S. LEWIS, Acting Superintendent.

Hongkong, July 1, 1905.

WASHING BOOKS. (In English and Chinese.) WASHBURN'S BOOKS, for the use of Ladies and Gentlemen; can now be had at this Office. Price, \$1 each. China Mart Office.

Hongkong, July 2, 1905.

Shipping.

BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.

THIS Company's Steamship POKHUA, Captain SWANSON, will be despatched as above on SUNDAY, the 16th July, at Daylight.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, July 10, 1905.

NOTICES TO CONSIGNEES.

PORTLAND & ASIATIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES. STEAMSHIP NUMANTIA. FROM PORTLAND (OR), YOKOHAMA, KOBE AND MOJI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Counter-signature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

ALLAN CAMERON, General Agent.

Hongkong, July 11, 1905.

BOSTON TOW BOAT COMPANY.

NOTICE TO CONSIGNEES. STEAMSHIP PLEIADES.

FROM TACOMA, VICTORIA, YOKOHAMA, KOBE AND MANILA.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DUDWELL & CO., LTD., Agents.

Hongkong, July 11, 1905.

NOTICE TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER MAGAZON.

FROM BOMBAY AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are hereby landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 18

Intimations.

MIYAKO HOTEL,

KYOTO, JAPAN.

A NEW AND STRICTLY FIRST-CLASS HOTEL.
December 5, 1904.

OSAKA HOTEL,

NAKANOSKIMA PARK,

OSAKA, JAPAN.

(TELEPHONE: No. 713, HIGASHI).

THIS HOTEL, which faces the River on Three Sides, is the only one in OSAKA Catering for Foreigners.

ALL UP-TO-DATE COMFORTS AND EXCELLENT CUISINE.
R. EARI, Manager.

December 5, 1904.



ALMOST EVERYONE, AT THE END OF SUMMER, FEELS WILTED AND RUN DOWN. We wonder how we stood the heat of January and February so well, only to collapse when the weather is appreciably cooler. The reason is that the Summer strain is just beginning to tell on us. We need to CLEAR THE SYSTEM OF POISONOUS WASTES, and to stimulate the Liver and Kidneys into action again. IN CHOOSING AN APERIENT we look for certainty of result, gentleness of action, and palatableness. LAXATIVE, THE WORLD FAMOUS HUNGARIAN APERIENT, is the only one of all the hundreds before the public which meets the ideal conditions. It is recommended by Physicians as especially suitable for the use of ladies and children. TRY ONE BOX. THE PRICE IS ONLY ONE SHILLING. Prepared only by the LAXATIVE CO., LTD., Budapest, Hungary.

SOLD BY ALL CHEMISTS AND STOREKEEPERS.

Notices to Consignees.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship *Laxative*, having arrived from the above Ports, Consignees of cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 p.m. on the 12th inst., will be landed at Consignees' risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & CO., General Managers.

Hongkong, July 10, 1905. 1323

'SHIRE' LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, LONDON AND STRATH.

THE Steamship *DENBOSHIRE*, Captain W. A. Evans, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN CO., Ltd., at Kowloon and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst., will be subject to rent.

All Broken, Chafed, and Damaged Goods are to be taken in the Godowns, where they will be examined on the 12th inst., at 2.30 p.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.

Hongkong, July 6, 1905. 1305

SING ON & CO.,

No. 35 & 37, KING LORKE STREET.

IRON, STEEL, METAL AND HARDWARE MERCHANTS.

Retail and Wholesale Ironmongers, Pig Iron and Foundry Castings, and General Storekeepers. PRICES MODERATE.

Hongkong, December 14, 1904. 2249

MEE CHEUNG,

HIGH-CLASS PHOTOGRAPHER.

Developing and Printing for Amateur. ENLARGEMENTS A SPECIAL FEATURE.

BRANCH HONGKONG HOTEL CORRIDOR.

1687

THE

Bangkok Times.

THE LEADING NEWSPAPER IN SIAM

And widely circulated in Malaya, Coochin, China, the Straits Settlements, and Burma.

A DAILY NEWSPAPER, with a weekly Mail Edition (20 pp.).

SUBSCRIPTION, DAILY (postage extra), 10 CENTS a year.

ADVERTISING RATES. For first (8 lines), 10 CENTS; one insertion; 5 CENTS; 60, three times; 10 CENTS; 75, a week; 10 CENTS; 47, a first month; subsequent months, 10 CENTS; 23.

A UNIQUE FEATURE of the "Bangkok Times" is the Siam version. Thus the Siamers in their own tongue without knowing one word of the "Bangkok Times" doing the translations required.

Literary communications should be addressed to the Editor. Business communications to the Manager. Chinese and English Office Orders in favor of MANAGER, "Bangkok Times".

Orders booked by MANAGER, "CHINA MAIL".

LUCKY FOODLES.

'There are pet dogs in New York,' I insisted, 'worth \$5,000. There are St. Bernards worth \$7,000. There are women in New York who spend \$1,000 a year on clothes for their foodles.'

'On clothes for their foodles?' 'Certainly, on house coats, walking coats, dusters, sweaters, coats lined with ermine at \$200 each, automobile coats with hoods and goggles, and each coat fitted with a pocket for the foodle's handkerchief of fine linen or lace.'

'I never heard of such a thing.' 'It is absolutely true. Furthermore, these women buy for their pet dog boots of different-colored leather to match the coats, house boots, street boots, etc., that lace up nearly to the knee and cost from \$5 to \$8 a pair. They buy half a dozen pairs to a time. And they buy collars, set with rubies, pearls, or diamonds, at several hundred dollars each. A man who makes a specialty of such collars told me of a woman who imported from Paris a complete outfit for her foodle costing \$2,000. And one lady had a house built for her dog, the exact model of a Queen Anne cottage, with rooms papered and carpeted, and the windows hung with lace curtains. Every morning a woman calls (a sort of dog governess) to bathe, and comb, and curl, and perfume the little darling, and then take him out for his walk. He eats and drinks from silver dishes, and if he gets a stomach ache a specialist is promptly summoned.'

'What a dog specialist!' 'Precisely. New York has its fashionable dog doctors, who get \$10 a visit and sleep with a telephone at their bedside for night calls, like regular practitioners. One lady whom I know summoned a specialist from New York to Newport, and kept him there for a week, at \$100 a day, because her foodle was ailing.'—Success.

ROBBERY AND MURDER IN PARIS.

LONDON, May 16.—Details of a tragedy worthy of the pages of Dumas or Zola were unfolded yesterday, when two young Frenchmen—Gaston Henri Thiriot and Jean Baptiste Sauzet—were brought up at Bow Street Police Court with a view to their extradition in connection with a murder in Paris.

The charge against them is that of being concerned in the murder of Mme. Laurent, the proprietress of a cafe in the Rue Houdon, Montmartre, and on this they were remanded. It appeared that the prisoners were arrested in Rathbone Place, Oxford Street, on Saturday night by Detective-Inspector Sexton, who was accompanied by Detective Debiechop, of the Paris police. At the Tottenham Court Road police-station Thiriot gave an address in Charlotte Street, Fitzroy Square, while Sauzet gave his as Charlotte Place, Tottenham Court Road. Thiriot denied all knowledge of the crime. The murder was committed on the 3rd inst., and in connection with it a third man, Louis Rene Nury, a tailor, is now in custody in Paris. Mme. Laurent, who was known among her customers as 'La mode Lafrate,' kept a wine shop, and her body, when found, was wounded in no fewer than ten places. A rag had been forced into her mouth to drown her screams, this being it is said, the work of Nury, but death had been caused by a large table-knife, this being done by Sauzet, while Thiriot grasped her neck. The object of the murderers would appear to have been robbery, they having carried off the proceeds of the day's business—50 francs—110 francs in bonds, and another 1,500 in cash.

It was found that three men at least had been concerned in the murder. One of them was seen to leave himself down from a window of Mme. Laurent's house. A gendarme pursued him, but he made good his escape. At the same moment two other men ran out of the house, and by making their way after some resistance, through the yard of the Hotel Continental, managed to get clean away. Later the man who climbed out through the window was recognised and arrested, it being alleged that Louis Nury is the same. When brought before the examining magistrate he admitted having taken part in the robbery, but denied having had any hand in the murder. Other of his statements were, it is reported, to the effect that Thiriot and Sauzet were responsible and that it was the last-named who procured the knife with which the old lady's life was taken. Before the attack was made upon her she had supplied them with food.

After the two men arrested in London were in the cell at Bow Street, the police went to the address given by Thiriot, where they saw a Frenchwoman, who, on being shown the man's photograph, said, 'That's my lover.' On a search being made a shirt, which Thiriot afterwards admitted to be his, was found.

From Paris information had been received that the two men wanted had been bitten by the murdered woman—the one on the right arm and the other on the palm of the right hand. Marks in those places were found on the prisoners, and in the opinion of the police officer they were the results of bites. On Thiriot's attention being drawn to the blood on the shirt-sleeves he said he suffered from eczema, and that scratching his arm had caused the blood.

Inspector Sexton added that it was the intention of the prosecution to bring the third man in custody over to England as a witness, he having declared that his two accomplices were bitten by Mme. Laurent just before her death.

Speaking through the interpreter, Thiriot said he was innocent of the crime, and he would like to have the wound on his arm and the blood-stained shirt examined by a doctor. Sauzet said he did not know why he had been brought to the Court.

Sauzet is, according to the *Petit Journal*, alleged to have been concerned with Nury in the murder of Pierre Planet, an aged grocer, at Colombes, a suburb of Paris, in April last. It is stated that the old man—who was believed to have hoarded a considerable sum of money—was gagged with a cloth cap. But he struggled vigorously, and the accusation against Sauzet is that he eventually fixed a rope round the old man's neck and strangled him. The 'apocalypse' comprised 160 francs in banknotes, three bonds, 110 francs in cash, a silver watch and an insurance policy. The wounds that the men received in the struggle they caused with nitrate of silver before leaving the house.

STRUCTURE AND KIDNEY DISEASE.

How BEEN Affected THE KIDNEY.

CURED 2 YEARS AGO—STILL WELL TO-DAY.

54, Brighton Place, Hampton Square, Sheen Lane, Mortlake, London, England.

FOR nearly 19 years I suffered from structure and kidney disease, and during that time I had on the bedroom floor writhing in agony. Twice I have been in hospital and undergone operations for the structure. Never, as long as I live, shall I forget what I went through then. The doctors said that I could not live another three months, yet I can truly say that, although two years have passed since then, I was never better in my life than I am today.

My illness came on in this way: One day at my work I strained my back, and afterwards I suffered from severe cutting pains, just over where the kidneys are, especially when I stooped. I could not sleep well at night, and there were distressing urinary disorders. I was miserable and out of sorts, and although the doctor did all he could for me, I got worse instead of better. If I had a glass of beer it irritated my kidneys so much that I had to keep to my bed for a week, but since using Doan's Backache Kidney Pills I can enjoy my glass without feeling a bit the worse for it.

It wasn't until I had finished the fourth box of Doan's Pills that the pain seemed to be doing me any good, but I persisted with the medicine, and with the fifth box there was a decidedly freer action of the bladder. No other medicine had ever helped me, at all, and you can imagine how delighted I was at this relief. For six months I continued with Doan's Backache Kidney Pills, and then I was entirely cured of the structure and kidney disease. From that day to this there hasn't been any sign of the old complaint returning.

My suffering and my cure are well-known to hundreds of men I have worked with in London, and I am sure that had I not used Doan's Backache Kidney Pills when I did, I should never have lived.

(Signed) Geo. Palmer, Doan's Backache Kidney Pills are 2/6 a box, or 13/6 for 6 boxes. To be had of all chemists and medicine-dealers, or direct from the proprietors, the Foster-McClellan Co., 8, Wells Street, Oxford Street, London, England, post-free on receipt of price.

Contractors.

Lam Woo & Co.,

Formerly Lam Woo & Co.,

No. 12, LEE YUEN STREET (WEST),

CONTRACTORS & HOUSEBUILDERS.

CONTRACTORS TO H.B.M.'s Government and War Department. We have always in stock a large supply of Building Materials. All communications please address to Mr. Lam Woo.

Hongkong, March 3, 1905. 450

TUNG LEE,

(Late A. TAY.)

SHIPBUILDER, BOATBUILDER

AND SHIP'S CARPENTER.

BLACK SMITH AND CARPENTER. OFFICE AT 374, DES VUEX ROAD WEST, NOKHAI AT YAU MATI.

Hongkong, March 22, 1905. 612

A CHOO & CO.,

39, DES VUEX ROAD, CENTRAL

GENERAL STOREKEEPERS.

NAVAL CONTRACTORS

AND COAL MERCHANTS.

HAVE always on hand an ample stock. Supplies executed at shortest notice. Well-directed steamers kept for Pique parties and for fishing purposes. PRICES VERY MODERATE.

TELEPHONE No. 150.

Hongkong, December 1, 1904. 1791

THE PO YICK COY.

CONTRACTORS & HOUSEBUILDERS.

No. 229, QUEEN'S ROAD EAST, WANG.

CONTRACTORS TO H.B.M.'s War Department and Admiralty. We keep always in stock a large supply of Building Materials. All communications please address to Mr. Tam Yick.

Hongkong, March 23, 1905. 624

K. Shu Tai & Co.

HONGKONG & WEL-BALWEL.

HEAD OFFICE: 117-119, Des Vieux Road, HONGKONG.

NAVY CONTRACTORS, GENERAL STOREKEEPERS AND BAKERS.

Wholesale and Retail in Provisions and Baked Goods, &c., &c.

K. SHU TAI, General Manager.

Hongkong, March 10, 1905. 511

Tung Tai Tseung Kee Co.

ENGINEERS AND SHIPBUILDERS.

IRON AND BRASS FOUNDRY, BOILER MAKERS AND COOPER SMITHS.

No. 25, PRAYA EAST, WANCHAI.

HONGKONG.

Call Flag O.

Hongkong, February 18, 1905. 355

Contractors.

Yau On,

HOUSEBUILDER AND CONTRACTOR.

No. 40, HOLLYWOOD ROAD.

CONTRACTOR to the Admiralty and Chinese Government. Matched Stock, and House Painter. Always in stock a large supply of Building Materials.

Hongkong, March 10, 1905. 610

KWONG FOOK CHEONG

SHIP'S CARPENTER.

BOAT AND LAUNCH BUILDER.

ENGINEER AND ROILER MAKER. HAS EVERY KIND OF TIMBER FOR SALE.

55, PRAYA EAST, HONGKONG.

Hongkong, March 10, 1905. 591

AH-KING.

SLIPWAY

YACHT AND BOAT BUILDER.

CARPENTER, Painter, Rigger, Sail and Flag Maker; Brass, Copper and Blacksmith. GENERAL CONTRACTOR.

PRAYA EAST, WANCHAI, HONGKONG.

Hongkong, February 13, 1905. 307

KANG ON & Co.

BUILDERS AND CONTRACTORS.

No. 30, D'AGUILAR STREET.

CONTRACTORS TO H.B.M.'s Government, Admiralty and War Department, &c., &c. We keep always on hand the largest supply of Building Materials at Cheapest Prices. We Duly Competition.

Hongkong, March 10, 1905. 512

SHUN LEE & CO.,

SHIP'S CARPENTER.

BOAT BUILDER, BLACK SMITH & CARPENTER. All kinds of Timber For Sale.

No. 50, PRAYA, WANCHAI.

C. CHUNG HEE, Manager.

Hongkong, March 20, 1905. 592

AH-PONG.

SHIP AND HOUSE PAINTER.

GLASS, GRASS, and SCRAPER, CARPENTER AND CARPENTER.

No. 44, DES VUEX ROAD CENTRAL.

Hongkong, February 20, 1905. 363

WING ON,

CONTRACTOR AND HOUSEBUILDER.

No. 34, D'AGUILAR STREET.

CONTRACTOR TO H.B.M.'s Government, War Department and Admiralty, &c., &c. We keep always in stock a large supply of Building Materials at very reasonable Prices.

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